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American Naval Fighting Ships



1778



1798



1809



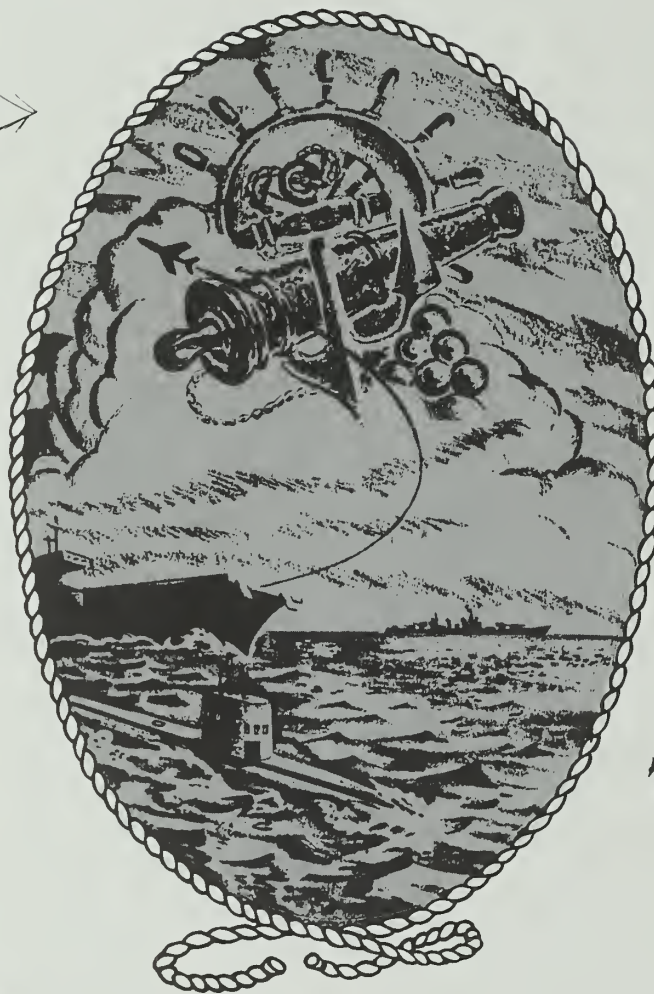
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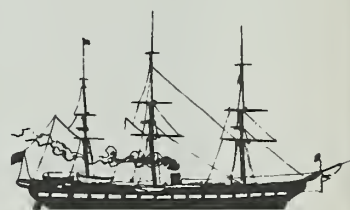
1843



1821



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1886



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1918



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1941



1942



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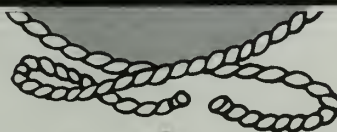
DICTIONARY

OF

AMERICAN NAVAL FIGHTING SHIPS



1944



1955

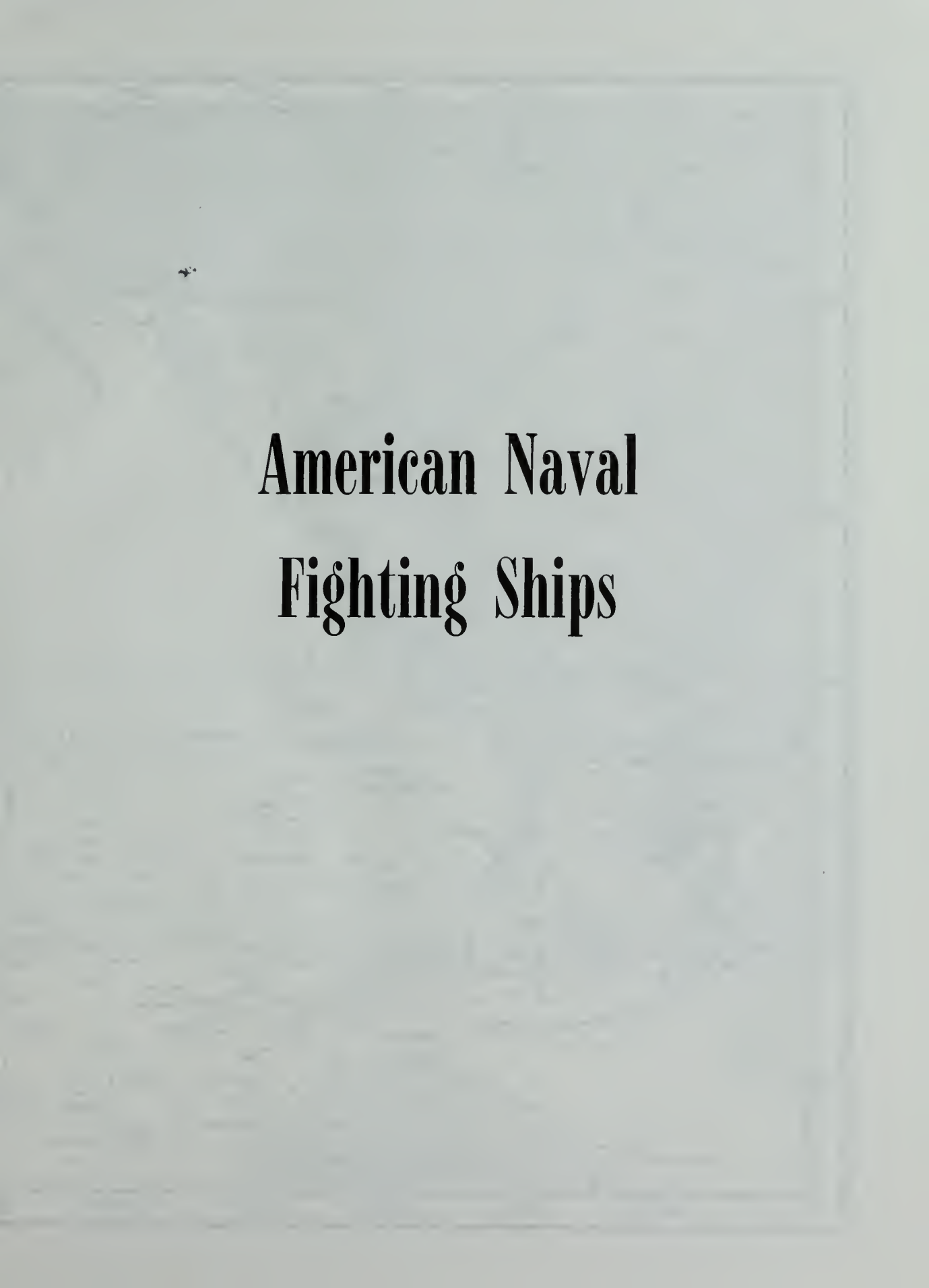


1955

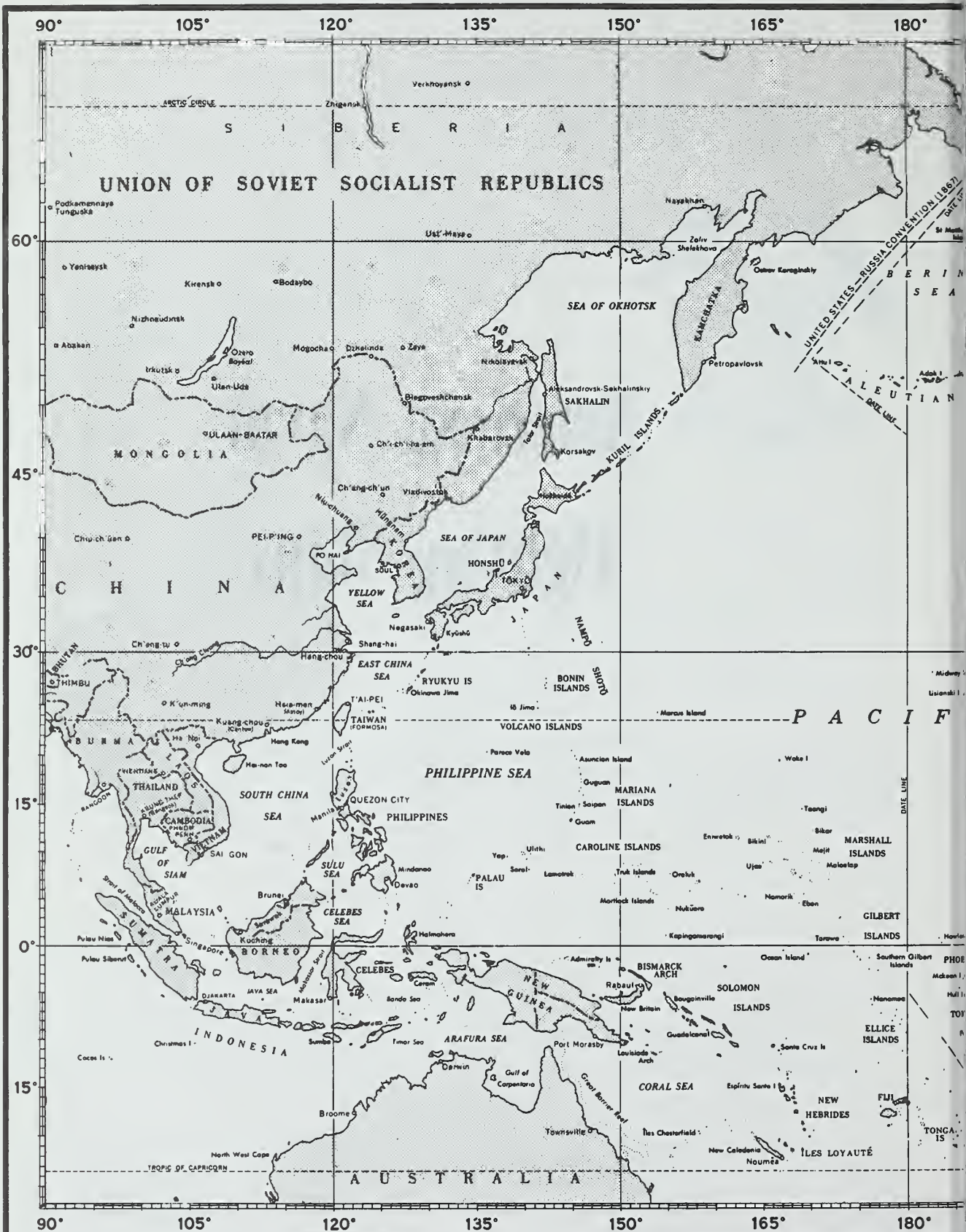


1991





American Naval Fighting Ships







Arizona (BB-39) in a heavy sea, circa 1935. (80-G-463589)

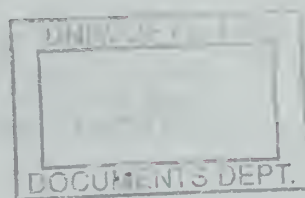
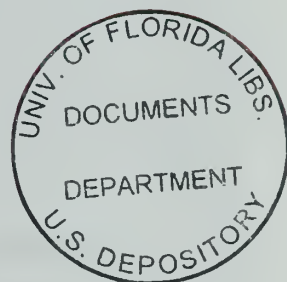
Dictionary of

American Naval Fighting Ships

VOLUME I—PART A

Historical Sketches—Letter A

JAMES L. MOONEY, Editor



FOREWORD BY
ADMIRAL ARLEIGH BURKE, United States Navy, Retired

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F O R E W O R D

When Admiral Ernest Eller asked me in 1959 to write the foreword to the first volume of the Dictionary of American Naval Fighting Ships, I was delighted to have the chance to pay tribute to the fine ships that have served in our great Navy through the years. Today, I am equally pleased to introduce that volume's updated successor.

From the beginning, seamen and ships have been the lifeblood of American history. As any seafarer knows, skilled sailors make a Navy. But good seamen must have good ships, and our country has long been blessed with both. Without Columbus's Santa Maria, Christopher Newport's Susan Constant, and the Pilgrim Mayflower, to name only three, European civilization could not have reached the Western Hemisphere. But for Alliance, Bonhomme Richard, and the other warships of the Continental Navy--decisively aided by French men-of-war--the North American colonies could never have won their liberty, or joined to form a new nation. Had it not been for Constitution--"Old Ironsides"--and her consorts during our early Federal period, the United States might not have kept its hard-won independence. The steamers, ironclads, and sailing ships of the Federal navy helped keep our nation united, while their Confederate opponents created a record of gallantry that would become a part of the heritage of the reunited Union. As the last century drew to a close, Olympia, New York, and their sisters propelled America to a new place in the modern world.

During two world wars, our Navy's men-of-war joined their allies to lead the way to victory. Throughout decades of Cold War, the Fleet's untiring vigilance was a strong bulwark against militant Communism.

Today, as the tide of Marxism appears to ebb and the thirst for freedom grows throughout the world, uncharted shoals still threaten our "Ship of State." As our nation sets its course into the 21st century, I know that our Navy, its ships, and its sailors will still be as essential to America's safe progress and prosperity as Santa Maria was to her discovery half a millenium ago.



Arleigh Burke
Admiral, U.S. Navy (Ret.)

PREFACE

As he signed the foreword to the original edition of this volume, Admiral Burke little dreamed that its successor would list a fighting ship bearing his own name. Yet, some 30 years later, we tell our readers that Bath Iron Works has launched *Arleigh Burke* (DDG-51), the leader of a new class of guided missile destroyers that will carry on the tradition of excellence set by the "Little Beavers" of DesRon 23 commanded by the Admiral with such gallantry in World War II.

Besides this promising newcomer, the many other "A" and "B" ships that have joined the Fleet during the last three decades deserve recognition. In addition to these ships whose names have first appeared on the *Naval Vessel Register* since 1959, those serving in that year have continued their careers, and their subsequent stories should be told.

Finally, the narratives in the original Volume I were frequently little more than sparse outlines. Welcomed with enthusiasm, these brief stories nevertheless whetted the appetites of many readers who soon began asking for more comprehensive accounts of the ships to be covered in succeeding volumes. From that time on, we have steadily increased the amount of information included in our histories of American naval ships. Consequently, there is a vast difference between the treatment of ships in the 1959 volume and the coverage given to their sisters in, say, Volume VIII.

Accordingly, rather than merely adding biographies of recent ships and continuing or concluding the chronicles of those originally covered only in part, we now present completely new accounts of all "A" ships, old and new. Moreover, not content to flesh out with more detail the skeletal summaries which often constituted the 1959 narratives, we have attempted to depict each ship in its historical setting so that our readers will see its contribution to the Navy and to the Nation. We hope that our audi-

ence will find the 1991 edition both interesting and informative.

The members of the project's present staff gratefully pay tribute to their predecessors. A remark by Sir Isaac Newton aptly expresses their sense of indebtedness to the leaders and scholars who made the *Dictionary* a reality. "If I have seen farther," the brilliant mathematician confessed, "it is by standing on the shoulders of giants."

A number of giants labored to launch the *Dictionary*. Heading the list is the late Rear Admiral John B. Heffernan who, while serving as Director of Naval History between 1946 and 1956, conceived of the project and oversaw its preliminary planning. Next in line was his successor, Rear Admiral Ernest M. Eller who, from the day he took office, gave the *Dictionary* careful personal attention and unstinting support. "Judge" Eller saw the first five volumes into print and laid the keel for Volume VI. The last three volumes in the series were produced under the inspiring leadership of two later Directors of Naval History, Vice Admiral Edwin B. Hooper and Rear Admiral John D. H. Kane, Jr.

In his introduction to the original edition of this work, Admiral Eller graciously acknowledged the individual efforts of the host of scholars who contributed to its publication, and his praise of their roles need not be repeated here. Nevertheless, the book's editors, Lieutenant James G. Boland, USNR, and the late Dr. K. Jack Bauer, gave so much of themselves to the project and worked with such great knowledge and skill that they have earned another bow. Likewise, Mrs. Alma R. Lawrence deserves a moment under our spotlight for the thorough, painstaking, and accurate research that was the basis for many of the narratives—especially those of our early ships.

Commander Richard T. Speer, a veteran submariner with a love of history, headed our

Ships Histories Branch when the *Dictionary* staff embarked upon this revision. His administrative skill and people management savvy helped to create conditions that freed the members of the project's very small staff from distraction and allowed it to concentrate on the task at hand, while his background as a naval officer prevented many a lubberly blunder from slipping into print. Similarly, his gifted successor, Mr. John C. Reilly, Jr., selflessly shouldered more than his share of the branch's many other burdens in his own unique effort to provide the same conducive atmosphere. Moreover, on countless occasions, John's encyclopedic knowledge of military and naval subjects provided writers with elusive, but much needed, facts.

Mr. James L. Mooney—who has headed the *Dictionary* project with great distinction since the summer of 1964—directed this work and edited the manuscript. Mr. Raymond A. Mann and Mr. Robert J. Cressman—both meticulous researchers and accomplished authors—ably assisted Jim and wrote most of the histori-

cal sketches. Two young naval officers, Lt. (jg.) Luann Parsons and Lt. Mary Pat Walker, devoted much of their time with us to the *Dictionary* and made some solid contributions. Finally, as she skillfully and speedily prepared the manuscript for the printer, Mrs. Theresa M. Schuster detected a number of errors which, but for her vigilance, might have gone uncorrected.

Countless others, both in and outside the Center, generously contributed to this work. We want each to know that the Navy is deeply grateful for his or her assistance.

The project's staff is now working on Volume I, Part "B," attempting to capture on its pages some of the patriotism, dedication, and fighting spirit that animated Jones, Farragut, Dewey, Burke and their shipmates in long past battles. We hope that by doing so, we will help today's and tomorrow's sailors to keep our Navy strong and our Nation safe and free.

Dean C. Allard
Director of Naval History

A NOTE ON ILLUSTRATIONS

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Unless otherwise specified, all the ships illustrated in this volume are commissioned ships of the United States Navy with their names preceded by the identification USS (United States Ship). Ships of the Military Sealift Command are civilian-manned and designated USNS (United States Naval Ship). Coast Guard vessels are identified as USCGC (United States Coast Guard Cutter).

ABBREVIATIONS AND SYMBOLS

A—alternating current generator.
a.—armament.
AA—antiaircraft.
AB—crane ship.
ABD—advance base dock.
ABDA—American-British-Dutch-Australian Command.
ABSD—advance base section dock.
A/C—Allis-Chalmers Mfg. Co., Milwaukee, Wis.
AC—collier.
ac.—aircraft.
ACM—auxiliary mine layer.
ACR—armored cruiser.
ACV—auxiliary aircraft carrier; or tender.
Act.—acting.
AD—destroyer tender.
ADG—degaussing ship.
AE—ammunition ship.
A.E.F.—American Expeditionary Force (World War I); or Allied Expeditionary Force (World War II).
AEW—airborne early warning (radar picket system).
AF—store ship.
AFD—auxiliary floating dock.
AFDB—large auxiliary floating dry dock (nsp.)
AFDL—small auxiliary floating dry dock (nsp.)
AFDM—medium auxiliary floating dry dock (nsp.)
AFS—combat store ship.
AG—miscellaneous auxiliary.
AGB—icebreaker.
AGC—general communications vessel; or amphibious force flagship (now LCC).
AGD—seagoing dredge.
AGDE—escort research ship.
AGDS—deep submergence support ship.
AGEH—hydrofoil research ship.
AGER—environmental research ship.
AGF—miscellaneous command ship.
AGL—lighthouse tender.
AGM—missile range instrumentation ship.
AGMR—major communications relay ship.
AGOR—oceanographic research ship.
AGP—motor torpedo boat tender.
AGR—radar picket ship.
AGS—surveying ship.
AGSC—coastal survey ship.
AGSL—satellite launching ship.
AGSS—auxiliary submarine.
AGTR—technical research ship.
AH—hospital ship.
AHP—evacuation hospital ship.
AK—cargo ship.
AKA—attack cargo ship (now LKA).
AKD—cargo ship, dock; or deep-hold cargo ship.
AKI—general stores issue ship.
AKL—light cargo ship.
AKN—net cargo ship.
AKS—stores issue ship.
AK(SS)—cargo submarine.
AKV—cargo ship and aircraft ferry.
AKR—vehicle cargo ship.
AL—lightship.
ALCo—American Locomotive Co., Auburn, N.Y.
AM—minesweeper.
AMh—minesweeper, harbor.
AMc—coastal minesweeper

Am-Int—American International Shipbuilding Corp., Hog Island, Pa.
AMS—motor minesweeper.
AMCU—coastal minesweeper (underwater locator); or mine hunter.
AN—net laying ship (now ANL).
ANL—net laying ship (formerly AN).
ANZAC—Australian-New Zealand Force.
AO—oiler; or fuel oil tanker.
AOG—gasoline tanker.
AOE—fast combat support ship.
AOR—replenishment oiler.
AOSS—submarine oiler.
AP—transport.
APA—attack transport (now LPA); or animal transport.
APB—self-propelled barracks ship; or artillery barge.
APb—base repair ship.
APC—cavalry transport; or small coastal transport (formerly APC).
APD—high-speed transport.
APF—administrative flagship.
APG—supporting gunnery ship.
APH—transport fitted for evacuation of wounded.
APL—barracks craft (nsp.).
APM—mechanized artillery transport.
APN—nonmechanized artillery transport.
APP—troop barge, class A.
APR—rescue transport.
APS—mine laying submarine; or transport, submarine.
APSS—transport, submarine.
APT—troop barge, class B.
APV—transport and aircraft ferry.
APY—giant "Y" boat.
AR—repair ship.
ARB—battle damage repair ship.
ARC—cable repairing ship.
ARD—auxiliary repair dock (nsp.).
ARDC—auxiliary repair dock, concrete.
ARDM—medium auxiliary repair dry dock (nsp.).
ARG—internal combustion engine repair ship.
ARH—heavy-hull repair ship.
ARL—landing craft repair ship.
ARM—heavy machinery repair ship.
ARS—salvage ship.
ARSD—salvage lifting ship.
ARST—salvage craft tender.
ARV—aircraft repair ship.
ARVA—aircraft repair ship (aircraft).
ARVE—aircraft repair ship (engine).
ARVH—aircraft repair ship (helicopter).
AS—submarine tender.
ASPB—assault support patrol boat.
ASR—submarine rescue ship.
ASROC—antisubmarine rocket.
ASSA—cargo submarine.
ASSP—transport submarine.
ASW—antisubmarine warfare.
AT—ocean tug.
ATA—auxiliary ocean tug.
ATC—armored troop carrier.
ATF—fleet ocean tug.
ATL—tank landing craft.
Atlas—Atlas Imperial Diesel Engine Co., Mattoon, Ill.
ATO—ocean tug, old.

ATR—rescue tug.
 ATS—salvage tug.
 aux.—auxiliary.
 AV—seaplane tender.
 AVB—advance aviation base ship.
 AVC—large catapult lighter.
 AVD—seaplane tender (destroyer).
 AVG—aircraft escort vessel.
 avgas—aviation gasoline.
 AVM—guided missile ship.
 AVP—small seaplane tender.
 AVR—aircraft rescue vessel.
 AVS—aviation supply ship.
 AVT—auxiliary aircraft transport.
 AW—distilling ship.
 AWK—water tanker.
 AZ—airship tender (lighter than air).
 B—The letter “B” used as a prefix to a hull number indicates that the ship was built by the United States for a British Commonwealth Navy.
 b.—beam.
 BAK—British cargo ship.
 BB—battleship.
 BBG—guided missile capital ship.
 bbls.—barrels.
 B.C.—British Columbia.
 BLM—ballistic intercontinental missile.
 BDE—British escort ship.
 Beth-Alam—Bethlehem-Alameda Shipyard, Inc., Alameda, Calif.
 Beth-Fair—Bethlehem-Fairfield Shipyard, Inc., Baltimore, Md.
 Beth-Hing—Bethlehem-Hingham Shipyard, Inc., Hingham, Mass.
 BethPac-SanP—Bethlehem Pacific Coast Steel Corp., San Pedro, Calif.
 BethPac-SanF—Bethlehem Pacific Coast Steel Corp., San Francisco, Calif.
 BethSb-Wilm—Bethlehem Shipbuilding Corp., Wilmington, Del.
 Beth-Spar—Bethlehem-Sparrows Point Shipyard, Inc., Sparrows Point, Md.
 BethSt-Balt—Bethlehem Steel Co., Shipbuilding Div., Baltimore, Md.
 Beth-Bklyn—Bethlehem Steel Co., Shipbuilding Div., Brooklyn, N.Y.
 BethSt-Quin—Bethlehem Steel Co., Shipbuilding Div., Quincy, Mass.
 BethSt-Stat—Bethlehem Steel Co., Shipbuilding Div., Staten Island, N.Y.
 Bg—barge.
 bhp.—brake horsepower.
 blr.—breach-loading rifle.
 BM—monitor.
 bom—“builders old measurement.”
 bp.—between perpendiculars (length).
 BPDSMS—Basic point defense surface missile system.
 Bt.—boat.
 btry—battery.
 Buda—Buda Diesel Engine Co.
 BUEXP—Bureau Express Boiler.
 Buff-B—Buffalo Shipbuilding Co., Buffalo, N.Y.
 Buff-E—Buffalo Shipbuilding Co., Erie, Pa.
 BUMODT—Bureau-modified Thornycroft boiler.
 BUR4DR—Bureau-4-Drum Boiler.
 Busch—Busch Sulzer Brothers Diesel Engine Co., St. Louis, Mo.
 BUSHIPS—Bureau of Ships (now NSSC).
 BW—Babcock & Wilcox Co., Boiler Div., Barberton, Ohio.
 BWA—Babcock & Wilcox Co., header-type boiler.
 BWA3DR—Babcock & Wilcox 3-drum express-type boiler.
 BWHDR—Babcock & Wilcox header-type boiler.
 B.W.I.—British West Indies.
 BWSHC—Babcock & Wilcox superheat control boiler.
 BWSX—Babcock & Wilcox sectional express boiler.
 BW2DR—Babcock & Wilcox 2-drum boiler.
 BW2DRD—Babcock & Wilcox 2-drum D-type boiler.
 BW2DSU—Babcock & Wilcox 2-drum single-uptake boiler.
 C—protected cruiser; commanding officer.
 CA—heavy cruiser.
 CAG—guided missile heavy cruiser.
 cal.—caliber.
 CAP—combat air patrol.
 car.—carronade.
 CB—large cruiser.
 C/B—Cooper Bessemer.
 CBC—large tactical command ship.
 CC—battle cruiser; or command ship.
 C/C—controlled-circulation boiler.
 CCB—command and control boat.
 CCS—Combined Chiefs of Staff.
 C/E—Combustion Engineering Co., Chattanooga, Tenn.
 CED—Combustion Engineering D-type boiler.
 CEH—Cummins Engine Co., Inc.
 CEHDR—Combustion Engineering header-type boiler.
 CENTO—Central Treaty Organization.
 CE2DR—Combustion Engineering 2-drum boiler.
 CE2DRD—Combustion Engineering 2-drum D-type boiler.
 CF—flying-deck cruiser.
 CFC—controlled forced circulation.
 CG—guided missile cruiser.
 CGC—Coast Guard cutter.
 CGN—guided missile cruiser (nuclear propulsion).
 CH—Cutler-Hammer.
 Char—Naval Shipyard, Charleston, S.C. (formerly Navy Yard, Charleston).
 Chry—Chrysler Corp.
 CIC—Command Information Center.
 CinCLant—Commander in Chief, U.S. Atlantic Fleet.
 CinCPac—Commander in Chief, U.S. Pacific Fleet.
 CIW—Columbian Iron Works, Baltimore, Md.
 CL—light cruiser.
 cl.—class.
 CLAA—Antiaircraft light cruiser.
 CLBT—canal boat.
 CLC—tactical command ship.
 CLG—guided missile light cruiser.
 CLK—cruiser hunter-killer ship.
 CM—minelayer.
 CMc—coastal minelayer.
 CMC—Continental Motors Corp.
 CNO—Chief of Naval Operations.
 C.O.—commanding officer.
 compos.—composite drive (2 diesel engines, electric drive; 2 diesel engines, geared drive; hydraulic couple).
 const.—construction.
 cont.—continued.
 Cor.—corvette.
 CortRon—escort squadron.
 cpl.—complement.
 Craig—Craig Shipbuilding Co., Long Beach, Calif.
 Cramp—Wm. Cramp & Sons Ship & Engine Building Co., Philadelphia, Pa.
 Cres—Crescent Shipyard, Elizabethport, N.J.
 CS—scout cruiser.
 CSA—Confederate States Army.
 CSN—Confederate States Navy.
 CSS—Confederate States Ship.
 CTB—coastal torpedo boat.
 CTF—Commander Task Force.
 CTG—Commander Task Group.
 Ctr.—cutter.
 CTU—Commander Task Unit.
 Cur.—Curtis-type turbine.
 CV—aircraft carrier.
 CVA—attack aircraft carrier.
 CVAN—attack aircraft carrier (nuclear propulsion).
 CVB—large aircraft carrier.
 CVE—escort aircraft carrier.
 CVHA—assault helicopter aircraft carrier.

CVL—small aircraft carrier.
 CVS—antisubmarine warfare support aircraft carrier; or seaplane carrier.
 CVT—training aircraft carrier.
 CVU—utility aircraft carrier.
 Cwt.—hundred weight.
 C.Z.—Canal Zone.
DANFS—Dictionary of American Naval Fighting Ships.
 DASH—drone antisubmarine helicopter.
 dc.—depth charge.
 dcp.—depth charge projector.
 dcp. (hh.)—depth charge projector (hedgehog-type).
 dct.—depth charge track.
 DD—destroyer.
 dd.—dry dock.
 d/d—diesel direct.
 DDC—corvette.
 ddd.—diesel direct drive.
 DDE—antisubmarine destroyer.
 DDG—guided missile destroyer.
 DDR—radar picket destroyer.
 DE—escort ship.
 d/e—diesel electric.
 DEC—control escort vessel.
 ded.—diesel electric drive.
 DEG—guided missile escort ship.
 DeL—De Laval Steam Turbine Co., Trenton, N.J.
 DeL-FB—De Laval & Farrel-Birmingham.
 DeL-Falk—De Laval & Falk.
 DeL-GE—De Laval & General Electric.
 DeL-Wes—De Laval & Westinghouse.
 DER—radar picket escort ship.
 de/r—diesel-electric reduction.
 derd.—diesel electric reduction drive.
 des.—design.
 Des.—destroyer.
 DesDiv—Destroyer Division.
 DesRon—Destroyer Squadron.
 det.—diesel electric tandem motor drive.
 DEW—Distant Early Warning System (a radar network across upper North America).
 dgd.—diesel geared drive.
 Diehl—Diehl Manufacturing Co., Bridgeport, N.Y.
 div.—division.
 DL—frigate.
 DLG—guided missile frigate.
 DLGN—guided missile frigate (nuclear propulsion).
 dlt.—double reduction-locked train.
 DM—destroyer minelayer; or light minelayer (now MMD).
 DMS—high-speed minesweeper; or destroyer minesweeper.
 DMZ—Demilitarized Zone.
 dp.—displacement; or dual purpose (guns).
 dph.—depth of hold.
 dr.—draft.
 D.r.—Dahlgren rifle.
 drd.—diesel reduction drive.
 D.sb.—Dahlgren smoothbore.
 EAG—experimental miscellaneous auxiliary.
 EBCo—Electric Boat Co., Groton, Conn.
 ED—Electric Dynamic Co., Bayonne, N.J.
 ehp.—estimated horsepower.
 EIWHDR—Edgemoor Iron Works header-type boiler.
 Ell—Elliot Motor Co., Jeannette, Pa.
 EllMach—Ellicott Machine Corp., Baltimore, Md.
 ElSpecCo—Electric Specialty Co., Stamford, Conn.
 eng.—engine.
 enl.—enlisted.
 Enter—Enterprise Engine and Foundry Co., San Francisco, Calif.
 ew.—extreme width of flight deck.
 ex.—former.
 Exide—Exide Electric Storage Battery Corp., Philadelphia, Pa.
 exp.—expansion.
 f.—full load (displacement).

Falk-DeL—Falk & De Laval.
 Falk-FB—Falk & Farrel-Birmingham.
 Falk-GE—Falk & General Electric.
 Falk-Wes—Falk & Westinghouse.
 FAST—Fast At Sea Transfer equipment.
 FB—Farrel-Birmingham Co., N.Y.
 FB-Falk—Farrel-Birmingham & Falk.
 FB-Wes—Farrel-Birmingham & Westinghouse.
 FBM—fleet ballistic missile.
 FDL—fast deployment logistics ship.
 Fed—Federal Shipbuilding & Drydock Co., Kearny, N.J.
 Fiat—Fiat-San Giorgio, Ltd., Turin, Italy.
 Flot—flotilla.
 FltBtry—floating battery.
 FM—Fairbanks Morse diesel, reverse gear drive (manufactured by Fairbanks Morse & Co., Beloit, Wis.).
 Fore—Fore River Ship and Engine Co., Quincy, Mass.
 Fr.—Frigate.
 FRAM—Fleet Rehabilitation And Modernization.
 FSch.—F. Schichau Gmbh., Elbing, Germany.
 f.t.—fire-tube (Scotch-type boiler).
 FW—Foster Wheeler Corp., Mountaintop, Pa.
 FWA3DR—Foster Wheeler 3-Drum Express-Type Boiler.
 FWH—Foster Wheeler Header-Type Boiler.
 FWPFS—Foster Wheeler Pressure-Fixed Supercharged Boiler.
 FWSFD—Foster Wheeler Single-Furnace D-Type Boiler.
 FWSHC—Foster Wheeler Superheat Control Boiler.
 FW2DR—Foster Wheeler 2-Drum Boiler.
 FW2DRS—Foster Wheeler 2-Drum Superheat Control Boiler.
 gal.—gallon.
 Gbt.—gunboat.
 gd.—gundeck.
 GDEB—Grot—General Dynamics Corp., Electric Boat Div., Groton, Conn.
 GDEB—Quin—General Dynamics Corp., Electric Boat Div., Quincy, Mass.
 GE—General Electric Co., Schenectady, N.Y.
 gen.—generator.
 G.g.—Gatling gun.
 GM—General Motors Corp., Cleveland Diesel Division, Cleveland, Ohio.
 Gond—gondola.
 Gould—Gould Storage Battery Co., Trenton, N.J.
 gr.—gross (tonnage).
 Gulf—Gulf Shipbuilding Corp., Chickasaw, Ala.
 Gy—galley.
 Hall-S—Hall-Scott.
 HBM—His (Her) Britannic Majesty's.
 helo.—helicopter.
 Herc—Hercules Motor Co., Canton, Ohio.
 HH—Harlan and Hollingsworth Corp., Wilmington, Del.
 HIJMS—His Imperial Japanese Majesty's Ship.
 HL—R. L. Hawthorne, Leslie and Co., Ltd., Newcastle-on-Tyne, England.
 HMAS—His (Her) Majesty's Australian Ship.
 HMCS—His (Her) Majesty's Canadian Ship.
 HMNZS—His (Her) Majesty's New Zealand Ship.
 HNMS—Her Netherlands Majesty's Ship.
 HORC—Hooven, Owens, Renschler Co., Hamilton, Ohio.
 hor3—horizontal triple-expansion.
 how.—howitzer.
 hp.—horsepower.
 HT—Humphreys and Tenant, Ltd., London, England.
 HUK—Hunter/Killer; offensive ASW.
 Hw—Hunter-wheel.
 HwGbt—Hunter-wheel gunboat.
 HwStr—Hunter-wheel steamer.
 IFS—inshore fire support ship (now LFR).
 ihp.—indicated horsepower.
 ip.—intermediate pressure.
 int.—international.
 Irc—ironclad.
 IrcFltBtry—ironclad floating battery.

IrcGbt—ironclad gunboat.
 IrcRam—ironclad ram.
 IrcSlp—ironclad sloop.
 IrcStr—ironclad steamer.
 IrcStFltBtry—ironclad steam floating battery.
 IX—unclassified miscellaneous auxiliary ship.
 JCS—Joint Chiefs of Staff.
 JHendy—Joshua Hendy.
 JTF—Joint Task Force.
 k.—knots.
 KA—contraction of AKA (attack cargo ship).
 Kopp—Koppers Manufacturing Co.
 kw.—kilowatts.
 l.—length.
 LBP—personnel landing boat.
 lbp.—length between perpendiculars.
 LBS—support landing boat.
 LBV—vehicle landing boat.
 LCA—assault landing craft.
 LCAP—local combat air patrol.
 LCB—landing craft, vehicle.
 LCC—amphibious command ship (formerly AGC).
 LCC(1)—landing craft, control Mk I.
 LCC(2)—landing craft, control Mk II.
 LC(FF)—landing craft, infantry (gunboat).
 LCI(L)—landing craft, infantry (large).
 LCI(M)—landing craft, infantry (mortar).
 LCI(R)—landing craft, infantry (rocket).
 LCM—landing craft, mechanized.
 LCM(2)—landing craft, mechanized, Mk II.
 LCM(3)—landing craft, mechanized, Mk III.
 LCM(6)—landing craft, mechanized, Mk VI.
 LCM(8)—landing craft, mechanized, Mk VIII.
 LCPL—landing craft, personnel (large).
 LCP(N)—landing craft, personnel (nested).
 LCPR—landing craft, personnel, ramped.
 LCR(L)—landing craft, inflatable boat (large).
 LCR(S)—landing craft, inflatable boat (small).
 LCSL—landing craft, infantry (support).
 LCSR—landing craft, swimmer reconnaissance.
 LCS(S)(1)—landing craft, support (small) Mk I.
 LCS(S)(2)—landing craft, support (small) Mk II.
 LCT—landing craft, tank.
 LCU—landing craft, utility.
 LCV—landing craft, vehicle.
 LCVP—landing craft, vehicle, personnel.
 LFR—inshore fire support ship (formerly IFS, LSMR).
 Lht.—lighthouse tender.
 LFS—amphibious fire support ship.
 LHA—amphibious assault ship (general purpose).
 lim.—limiting.
 LKA—amphibious cargo ship (formerly AKA).
 Loran—long range navigation [system].
 lp.—low pressure.
 LPA—amphibious transport (formerly APA).
 LPD—amphibious transport dock.
 LPH—amphibious assault ship.
 LPR—amphibious transport, small (formerly APD).
 LSD—dock landing ship.
 LSFF—flotilla flagship (amphibious).
 LSI—landing ship, infantry (giant "Y" boat).
 LSI(G)—landing ship, infantry (gunboat).
 LSI(L)—landing ship, infantry (large).
 LSI(M)—landing ship, infantry (mortar).
 LSI(R)—landing ship, infantry (rocket).
 LSM—medium landing ship.
 LSM(R)—medium landing ship (rocket), (now LFR).
 LSS(L)—support landing ship (large) Mk III.
 LST—tank landing ship.
 LSTH—landing ship, tank (casualty evacuation).
 LSTS—landing ship (utility).
 LSU—landing ship (utility).
 LSV—landing ship, vehicle.
 LT—large tug (Army).
 lt—light (displacement).
 Lufkin—Lufkin Foundry & Machine Co.
 LVA—assault landing vehicle.
 LVT—landing vehicle, tracked.
 LWT—amphibious warping tug.
 M—Marine.
 M.—mortar.
 MAC—Military Airlift Command.
 MarAd—Maritime Administration.
 MAP—Military Assistance Program.
 MB—motor boat.
 M.C.—Maritime Commission.
 M.C.E.—Maritime Commission Emergency Ship Program ("Liberty" ships).
 MSC—mine countermeasures ship.
 M.C.V.—Maritime Commission Victory Ship Program ("Victory" ships).
 M.D.A.P.—Mutual Defense Assistance Program.
 Mfr.—manufacturer.
 mg.—machine gun.
 MHA—minehunter, auxiliary.
 MHC—minehunter, coastal.
 MinDiv—mine division.
 MinFlot—mine flotilla.
 MinLant—Mine Force Atlantic.
 MinPac—Mine Force Pacific.
 MinRon—mine squadron.
 mis.—missile.
 mis. ln.—missile launcher.
 mk.—mark.
 mlr.—muzzle-loading rifle.
 MM—minelayer, fleet.
 mm.—millimeter.
 MMA—minelayer, auxiliary.
 MMC—minelayer, coastal.
 MMD—minelayer, fast (formerly DM).
 MMF—minelayer, fleet.
 Mon—monitor.
 MON—monitor (new riverine warfare type).
 Moran—Moran Brothers Co., Seattle, Wash.
 Mssh.—Mosher-type boiler.
 mot—motor generator.
 mph—miles per hour.
 MS—motor ship.
 MSA—minesweeper, auxiliary.
 MSB—minesweeping boat.
 M.S.C.—Military Sealift Command (formerly MSTs).
 MSC—minesweeper, coastal (nonmagnetic).
 MSCO—minesweeper, coastal (old).
 MSD—minesweeper, drone.
 MSF—minesweeper, fleet (steel hull).
 MSI—minesweeper, inshore.
 MSL—minesweeping launch.
 MSM—minesweeper, river.
 MSO—minesweeper, ocean (nonmagnetic).
 MSR—minesweeper, patrol.
 MSS—minesweeper, special (device).
 MSTs—Military Sea Transportation Service (now Military Sealift Command).
 n.—normal (displacement).
 NAR—Naval Auxiliary Reserve.
 NASA—National Aeronautics and Space Administration.
 NaSuCo—National Supply Co.
 NATO—North Atlantic Treaty Organization.
 NaTran—National Transit Pump & Machine Co., Oil City, Pa.
 NATS—Naval Air Transport Service.
 NavSea—Naval Sea Systems Command (formerly NSSC and Naval Ordnance Systems Command).
 NavSyd—naval shipyard.
 NavSyd-Bos—Boston Naval Shipyard, Boston, Mass. (formerly Boston Navy Yard).
 NavSyd-Bklyn—New York Naval Shipyard, Brooklyn, N.Y. (formerly New York Navy Yard).
 NavSyd-Charl—Charleston Naval Shipyard, Charleston, S.C. (formerly Charleston Navy Yard).
 NavSyd-Hunt—Hunters Point Div., San Francisco Bay Naval Shipyard, San Francisco, Calif.
 NavSyd-LBeach—Long Beach Naval Shipyard, Long Beach, Calif.

NavSyd-MI—Mare Island Naval Shipyard, Vallejo, Calif.
 NavSyd-Norfolk—Norfolk Naval Shipyard, Norfolk, Va. (formerly Norfolk Navy Yard).
 NavSyd-Pearl—Pearl Harbor Naval Shipyard, Pearl Harbor, Hawaii (formerly Pearl Harbor Navy Yard).
 NavSyd-Phil—Philadelphia Naval Shipyard, Philadelphia, Pa. (formerly Philadelphia Navy Yard).
 NavSyd-Ports—Portsmouth Naval Shipyard, Portsmouth, N.H. (formerly Portsmouth Navy Yard).
 NavSyd-Puget—Puget Sound Naval Shipyard, Bremerton, Wash. (formerly Puget Sound Navy Yard).
 Neafie—Neafie and Levy Ship and Engine Building Co., Philadelphia, Pa.
 N.E.I.—Netherlands East Indies.
 Nfld.—Newfoundland.
 N.G.—New Guinea.
 N.I.—Northern Ireland.
 NICB—Niclausse-type boiler (built by the Stirling Co., Barberton, Ohio).
 Niles—Niles Tool Works Div., General Machinery Corp.
 NLSE—New London Ship and Engine Co., Groton, Conn.
 NN—Newport News Shipbuilding and Dry Dock Co., Newport News, Va.
 NNV—National Naval Volunteers.
 NOB—Naval Operating Base.
 NOR—Normand-type boiler.
 Nordb—Nordberg Manufacturing Co., Milwaukee, Wis.
 NOTS—Naval Overseas Transportation Service.
 NR—submersible research vehicle (nuclear propulsion).
 NROTC—Naval Reserve Officers Training Corps.
 N.S.—Nova Scotia.
 nsp.—non-self-propelled.
 NSSC—Naval Ship Systems Command (formerly BUSHIPS, now part of NavSea).
 N.W.I.—Netherlands West Indies.
 NYd—Navy yard.
 NYd-Pensa—Pensacola Navy Yard, Pensacola, Fla.
 NYd-Wash—Washington Navy Yard, Washington, D.C.
 NYSb—New York Shipbuilding Corp., Camden, N.J.
 off.—officer(s).
 OIC—Officer in Charge.
 OTC—Officer in Tactical Command.
 PA—contraction of APA (attack transport).
 PACV—patrol air cushion vehicle.
 Palm—N. F. Palmer, Jr., and Co., New York, N.Y.
 PARPRO—Peacetime Aerial Reconnaissance Program.
 PBM—twin-engine patrol bomber seaplane, known as "Mariner," manufactured by Glenn L. Martin Co.
 PBR—river patrol boat.
 PBY—twin-engine patrol bomber seaplane, known as "Catalina," manufactured by Consolidated-Vultee Aircraft Corp.
 PC—submarine chaser (173').
 PCC—control submarine chaser (173').
 PCE—patrol escort.
 PCEC—control escort (180').
 PCER—patrol rescue escort.
 PCF—patrol craft, inshore.
 PCH—patrol craft (hydrofoil).
 PCS—patrol craft, submarine.
 PCSC—control submarine chaser (136').
 pdr.—pounder.
 PE—eagle boat.
 PF—patrol escort; or frigate.
 PG—patrol gunboat.
 PGH—patrol gunboat (hydrofoil).
 PGM—motor gunboat.
 Phib—amphibious.
 PhibRon—amphibious squadron.
 P.I.—Philippine Islands.
 PIRAZ—positive identification and radar advisory zone.
 Pol.—Polaris missile system.

P.Q.—Province of Quebec.
 PR—river gunboat.
 P.R.—Puerto Rico.
 P.r.—Parrott rifle.
 PT—motor torpedo boat.
 PTC—motor boat subchaser.
 PTF—fast patrol craft.
 Pusey—Pusey & Jones, Wilmington, Del.
 PY—patrol vessel converted yacht.
 PYc.—patrol vessel converted yacht (coastal).
 QIW—Quintard Iron Works, New York, N.Y.
 quad.—quadruple.
 quint.—quintuple.
 R and R—rest and rehabilitation.
 r.—rifle.
 r. pivt.—rifled pivot gun.
 RAF—Royal Air Force.
 RAAF—Royal Australian Air Force.
 RAN—Royal Australian Navy.
 RC—revenue cutter.
 RCAF—Royal Canadian Air Force.
 RCN—Royal Canadian Navy.
 RCS—Revenue Cutter Service.
 recip3—reciprocating, triple expansion.
 Reg.—Regulus missile system.
 rf.—rapid fire.
 Rich—Richmond Locomotive Works, Richmond, Va.
 Ridg—Ridgeway Dynamo and Electric Co., Ridgeway, Pa.
 rkt.—rocket launcher.
 RN—Royal Navy.
 RNN—Royal Netherlands Navy.
 RNZN—Royal New Zealand Navy.
 Roach—John Roach and Sons, Chester, Pa.
 ROK—Republic of Korea.
 RON—squadron.
 RU—Reciprocating (Skinner Unaflo).
 s.—speed.
 sa.—semiautomatic.
 SACEUR—Supreme Allied Commander, Europe.
 SACLANT—Supreme Allied Commander, Atlantic.
 SACMED—Supreme Allied Commander, Mediterranean.
 SAR—Search and Rescue, sea air rescue.
 sat.—saturated.
 sb.—smooth bore.
 SC—submarine chaser (110'); or cruiser submarine.
 Sc—screw.
 SCAJAP—Shipping Control Administrator, Japan.
 SCC—control submarine chaser (110').
 ScFr—screw frigate.
 ScGbt—screw gunboat.
 Sch—schooner.
 SchBg—schooner barge.
 SCOTCH—Scotch fire tube boiler. (All others are water-tube.)
 ScSlp—screw sloop-of-war.
 ScStr—screw steamer.
 ScTug—screw tug.
 SEAL—Sea Air and Land (Naval Special Forces).
 SEATO—Southeast Asia Treaty Organization.
 seabee—construction battalion.
 SF—fleet submarine.
 Sg.—shell gun.
 s-g—single & double reduction gears.
 sgl.—single.
 SHAEF—Supreme Headquarters Allied Expeditionary Forces.
 SHAPE—Supreme Headquarters Allied Powers, Europe.
 shp.—shaft horsepower.
 SINS—Ships Inertial Navigational System.
 SL—ship-of-the-line.
 Slp—sloop.
 SlpW—sloop-of-war.
 SlvBg—salvage barge.
 SM—mine laying submarine.
 SNAP—anti-snooper air patrol.
 SP—motor patrol boat.

sp—self-propelled.
 sr—single reduction gears.
 S.r.—Sawyer rifle.
 SS—submarine; or merchant steamship.
 SSA—cargo submarine.
 SSB—fleet ballistic missile submarine.
 SSBN—fleet ballistic missile submarine (nuclear powered).
 SSC—cruiser submarine.
 SSG—guided missile submarine.
 SSGN—guided missile submarine (nuclear powered).
 SSK—antisubmarine submarine.
 SSN—submarine (nuclear powered).
 SSO—submarine oiler.
 SSP—submarine transport.
 SSR—radar picket submarine.
 SSRN—radar picket submarine (nuclear powered).
 SSS—strike support ship.
 SST—target and training submarine (sp.).
 St—steam.
 StBrig—steam brig.
 StBt—steamboat.
 stbd.—starboard.
 StFr.—steam frigate.
 Str—steamer.
 StRam—steam ram.
 StTBt—steam torpedo boat.
 StTug—steam tug.
 Stw—stern wheel.
 StwGbt—stern wheel gunboat.
 StwRam—stern wheel ram.
 StwStr—stern wheel steamer.
 SubDiv—submarine division.
 SubFlot—submarine flotilla.
 subm.—submerged.
 SUBROC—submarine rocket.
 SubRon—submarine squadron.
 Sun—Sun Shipbuilding and Dry Dock Co., Chester, Pa.
 Sup—Superior Marine Manufacturing Co., Milwaukee, Wis.
 surf.—surface.
 Sw—side wheel.
 SwGbt—side wheel gunboat.
 SwStr—side wheel steamer.
 SwRam—side wheel ram.
 SwTug—side wheel tug.
 Syd—shipyard.
 t.—tonnage.
 T.—Maritime Commission standard type.
 T—prefix indicating M.S.C. (MSTS) ship.
 Tal.—Talos missile system.
 Tar.—Tartar missile system.
 TB—torpedo boat.
 TBS—talk between ships.
 td.—turbine direct drive.
 ted.—turbine electric drive.
 Ter.—Terrier missile system.
 terd.—turbine electric reduction drive.
 TF—Task Force.
 TG—Task Group.
 THORN—Thornycroft-type boiler.
 Tk—tanker.
 tl.—trial (speed).
 TLL—tank lighter.
 TLLW—tank lighter (medium tank-well type).
 torp.—torpedo(es).
 TR—geared turbine drive.
 Tr—trawler.
 Trans—transport.
 TransRon—transport squadron.
 Trigg.—Wm. R. Trigg Co., Richmond, Va.
 Troy—Troy Engine & Machine Co.
 trp.—troop capacity.
 tt.—torpedo tubes.
 TU—Task Unit.
 tur.—turbine.
 UDT—underwater demolition team.
 UIW—Union Iron Works, San Francisco, Calif.

UIWHDR—Union Iron Works header-type boiler.
 U.K.—United Kingdom.
 UN—United Nations.
 UN-CR—Universal Cruiser.
 unrep.—underway replenishment.
 USA—United States Army.
 USAAC—United States Army Air Corps.
 USAAF—United States Army Air Forces.
 USAF—United States Air Force.
 USAMC—United States Army Medical Corps.
 USANF—United States Auxiliary Naval Force.
 USAT—United States Army Transport.
 USCG—United States Coast Guard.
 USCGR—United States Coast Guard Reserve.
 USCGS—United States Coast and Geodetic Survey.
 USCS—United States Coast Survey.
 USMC—United States Marine Corps.
 USMCR—United States Marine Corps Reserve.
 USMCWR—United States Marine Corps Women's Reserve.
 USN—United States Navy.
 USNA—United States Naval Academy.
 USNR—United States Naval Reserve.
 USNRF—United States Naval Reserve Forces.
 USNS—United States Naval Ship.
 USRCS—United States Revenue Cutter Service.
 USRM—United States Revenue Marine.
 USS—United States Ship.
 USSB—United States Shipping Board.
 VB—Navy bombing plane; Navy dive bombing squadron.
 VBF—Navy bombing-fighting aircraft; Navy bomber-fighter squadron.
 VBT—bombing, torpedo plane.
 VC—composite aircraft squadron.
 VD—photographic squadron (aircraft).
 vert.—vertical.
 VF—Navy fighter plane; Navy fighter squadron.
 VFB—fighter bombing plane.
 VF(M)—fighter plane (two engine).
 VF(N)—Navy night fighter squadron.
 VG—light transport plane (single engine).
 VGF—escort-fighting squadron.
 VGS—escort-scouting squadron.
 VH—ambulance plane; Navy rescue squadron.
 V.I.—Virgin Islands.
 VJ—utility plane; Navy utility squadron.
 VMB—Marine medium and heavy patrol bomber squadron (land based and seaplane).
 VMBF—Marine fighter bomber squadron.
 VMD—Marine photographic squadron.
 VMF—Marine fighter squadron.
 VMF(N)—Marine fighter squadron (night).
 VMJ—Marine utility squadron.
 VMO—Marine observation squadron.
 VMO(AS)—Marine observation squadron (artillery spotting).
 VN—training squadron.
 VO—observation plane; Navy battleship observation squadron.
 VOG—Navy observation plane squadron.
 Vog—Henry Vogt Machine Co., Louisville, Ky.
 VOGHDR—Vogt header-type boiler.
 VP—patrol plane; Navy patrol squadron.
 VPB—patrol-bombing plane; Navy medium and heavy patrol bomber squadron (land based and sea based).
 VPT—patrol-torpedo plane.
 VR—transport plane; Navy transport squadron.
 VS—scouting plane; Navy shore based scouting squadron.
 VSB—scout-bombing plane.
 VSO—scout observation plane.
 VT—torpedo plane; Navy torpedo bomber squadron.
 VTB—torpedo bombing plane.
 VT(N)—Navy night torpedo bomber squadron.
 vt2—vertical double-expansion.
 vt3—vertical triple-expansion.

vt4—vertical quadruple-expansion.
 WAVES—Women Accepted for Voluntary Emergency Service.
 Wes—Westinghouse.
 Wes-Del—Westinghouse & De Laval.
 Wes-Falk—Westinghouse & Falk.
 Wes-FB—Westinghouse & Farrel—Birmingham.
 WestPac—Western Pacific.
 WFB—White-Forster-type boiler (manufactured by Babcock and Wilcox Co.).
 Wint—Winton Engine Corp., Cleveland, Ohio.
 WIW—Washington Iron Works, Seattle, Wash.
 WL—water line.
 WM—White and Middleton Co., Springfield, Ohio.
 WSA—War Shipping Administration.
 wt.—water-tube boiler.
 WTDF—water-tube single-furnace boiler.
 WWI—World War I.
 WWII—World War II.
 X—submersible craft (sp.).
 XMAP—sweeper device.
 YA—ash lighter.
 YAG—miscellaneous auxiliary (service craft).
 YAGR—ocean radar station ship.
 YAR—Yarrow-type boiler.
 YC—open lighter (nsp.).
 YCD—fueling barge.
 YCF—car float (nsp.).
 YCK—open cargo lighter.
 YCV—aircraft transportation lighter (nsp.).
 YD—floating crane (nsp.).
 Yd—Yard (Navy).
 YDG—district degaussing vessel.
 YDT—diving tender (nsp.).
 YE—ammunition lighter.
 YF—covered lighter (sp.); or freight lighter.
 YFB—ferryboat or launch (sp.).
 YFD—yard floating dry dock (nsp.).
 YFN—covered lighter (nsp.).
 YFNB—large covered lighter (nsp.).
 YFND—dry dock companion craft (nsp.).
 YFNG—covered lighter (special purpose) (later YFNX).
 YFNX—lighter (special purpose (nsp.) (formerly YFNG).
 YFP—floating power barge (nsp.).
 YFR—refrigerated covered lighter (sp.).
 YFRN—refrigerated covered lighter (nsp.).
 YFRT—covered lighter (range tender).
 YFT—torpedo transportation lighter.
 YFU—harbor utility craft (sp.).
 YG—garbage lighter (sp.).
 YGN—garbage lighter (nsp.).
 Y-gun—Y-type depth charge projector.
 YH—ambulance boat.
 YHB—house boat.
 YHLC—salvage lift craft, heavy (nsp.).
 YHT—scow, heating.
 YLA—open landing lighter.
 YLLC—salvage lift craft, light (sp.).
 YM—dredge (sp.).
 YMLC—salvage lift craft, medium (nsp.).
 YMP—motor mineplanter.
 YMS—auxiliary motor minesweeper.
 YMT—motor tug.
 YN—net tender (boom).
 YNG—gate craft (nsp.).
 YNT—district net tender.
 YO—fuel oil barge (sp.).
 YOG—gasoline barge (sp.).
 YOGN—gasoline barge (nsp.).
 YON—fuel oil barge (nsp.).
 YOS—oil storage barge (nsp.).
 YP—patrol craft (sp.).
 YPD—floating pile driver (nsp.).
 YPK—pontoon stowage barge.
 YR—floating workshop (nsp.).
 YRB—repair and berthing barge (nsp.).
 YRBM—repair, berthing, and messing barge (nsp.).
 YRBM(L)—submarine repair, berthing, and messing barge (large).
 YRC—submarine rescue chamber.
 YRDH—floating dry dock workshop (hull) (nsp.).
 YRDM—floating dry dock workshop (machine) (nsp.).
 YRL—covered lighter (repair).
 YRR—radiological repair barge (nsp.).
 YRST—salvage craft tender (nsp.).
 YS—stevedoring barge.
 YSD—seaplane wrecking derrick (sp.).
 YSR—sludge removal barge (nsp.).
 YSP—stowage pontoon.
 YT—harbor tug.
 YTB—large harbor tug.
 YTL—small harbor tug.
 YTM—medium harbor tug.
 YTT—torpedo testing barge.
 YV—drone aircraft catapult control craft (sp.); or seaplane barge.
 YVC—catapult lighter.
 YW—water barge (sp.).
 YWN—water barge (nsp.).
 ZR—rigid airship.
 ZRS—rigid airship (scouting).

HISTORICAL SKETCHES

A-1

I

(Submarine Torpedo Boat No. 2: dp. 107; l. 63'10"; b. 11'11"; dr. 10'7"; s. 8 k. (surf.), 7 k. (subm.); cpl. 7; a. 1 18" tt.; cl. *Plunger*)

The first A-1 was the submarine torpedo boat originally laid down as *Plunger* (Submarine Torpedo Boat No. 2) on 21 May 1901 at Elizabethport, N.J., by the Crescent Shipyard of Lewis Nixon, a subcontractor for the John P. Holland Torpedo Boat Co. of New York; launched on 1 February 1902; sponsored by Miss Ernestine Wardwell of Baltimore, Md.; and commissioned at the Holland Company yard at New Suffolk, Long Island, N.Y., on 19 September 1903, Lt. Charles P. Nelson in command.

Assigned to the Naval Torpedo Station, Newport, R.I., for experimental torpedo work, *Plunger* operated locally from that facility for the next two years, a period of time broken only by an overhaul at the Holland yard at New Suffolk between March and November 1904. Besides testing machinery, armament, and tactics, the submarine torpedo boat also served as a training ship for the crews of new submersibles emerging from the builder's yards.

In August 1905, *Plunger* underwent two weeks of upkeep before clearing the yard on 22 August, towed by the tug *Apache*, bound for Oyster Bay, where she would conduct trials near the home of President Theodore Roosevelt. Upon her arrival that afternoon, the submarine torpedo boat moored alongside the tug

and prepared for a visit by the Chief Executive. Her crew busily cleaned all stations and painted the outside of the boat.

The following morning, beneath leaden gray skies, *Plunger* charged her batteries, then got underway, and made a series of five short dives before returning alongside *Apache* to recharge batteries for three and a half hours. At 3:30 p.m. that afternoon, the President came on board *Plunger*, which stood down the bay and made a series of dives before returning to moor alongside the tug almost two hours later. Roosevelt spent almost another hour on board the submarine before he disembarked.

Roosevelt's novel voyage prompted much interest. On 6 September, the President wrote from Oyster Bay to Hermann Speck von Sternberg: "I myself am both amused and interested as to what you say about the interest excited about my trip in the *Plunger*. I went down in it chiefly because I did not like to have the officers and enlisted men think I wanted them to try things I was reluctant to try myself. I believe a good deal can be done with these submarines, although there is always the danger of people getting carried away with the idea and thinking that they can be of more use than they possibly could be." To another correspondent he declared that never in his life had he experienced "such a diverting day . . . nor so much enjoyment in so few hours . . ."

Decommissioned on 3 November 1905, *Plunger* remained inactive until recommissioned on 23 February 1907, Lt. Guy W. S. Castle in command. On 7 March 1907, she was assigned to the First Submarine Flotilla, based at the New York Navy Yard, joining sisterships *Porpoise* (Submarine Torpedo Boat No. 7) and *Shark* (Submarine Torpedo Boat No. 8). On 3 May 1909,



A Group of A-type submarines at the Holland Submarine Co. basin, New Suffolk, Long Island, circa 1903. In the front lie *Plunger* (Submarine No. 2) (later A-1), *Porpoise* (Submarine No. 7) (later A-6), and *Adder* (Submarine No. 3) (later A-2), along the breakwater (background) are *Shark* (Submarine No. 8) (later A-7) and *Moccasin* (Submarine No. 5) (later A-4). (NH 45937)

Ens. Chester W. Nimitz, the future fleet admiral—who would later say that he considered the submarines of the time “a cross between a Jules Verne fantasy and a humpbacked whale”—assumed command of *Plunger*. That September, the submarine torpedo boat visited New York City to take part in the Hudson-Fulton celebrations.

Reassigned to the Charleston (S.C.) Navy Yard, *Plunger* reached that port on 24 October 1909 and moored alongside the gunboat *Castine*, the parent ship for the Atlantic Submarine Fleet. Shortly thereafter, *Castine*'s medical officer, Assistant Surgeon Micajah Boland, inspected *Plunger* and two other submarine torpedo boats. His report graphically described living conditions on these boats. He found “. . . their sanitary condition to be far from satisfactory, notwithstanding the fact that they had been at sea only about forty-five hours.”

“One officer and a crew of 10 or 12 men,” he continued, “had been living, that is, sleeping, cooking, eating, and answering the calls of nature aboard each of these boats in addition to performing their duty navigating them. Being small, they pitch and roll considerably in a smooth sea, and about half the crew become seasick, due largely to the foul air in the boats; when the sea is moderately rough, practically the whole crew is seasick. Food has to be carried in crates and, when preparing for a cruise of several days, cramps very much the already overcrowded boat; even the cooked meats soon spoil, increasing the foulness of the air, and the use of the toilet, which is only screened off, adds to the unpleasant odor. The small electric stoves with which the boats are supplied can not furnish heat enough, hence they are cold and damp at certain seasons of the year and, in rough weather when water is shipped down the conning tower hatch, which must be kept open, they are wet and extremely uncomfortable. These conditions are a serious menace to the health of the members of the crew; there seems to be no remedy for them on prolonged cruises.” Surgeon Boland recommended that cruises be limited to 36 hours and that when not underway the crews of the submarines, “except those absolutely necessary to be on the boats” live on board the “parent ship.”

Assigned to the Reserve Torpedo Division on 12 April 1910, *Plunger* was renamed A-1 (Submarine Torpedo Boat No. 2) on 17 November 1911. Stricken from the Naval Vessel Register on 24 February 1913 and having been authorized for use as an “experimental target,” the submersible was designated as “Target E” on 29 August 1916. Ultimately hoisted on board the hulk of the former monitor *Puritan*, the partially dismantled torpedo boat was authorized for sale on 25 August 1921, on an “as is, where is” basis. She was sold for scrap on 26 January 1922.

II

(Houseboat: dp. 6.16; l. 31'2"; cpl. 6)

Early in World War I, the second A-1—a houseboat built in 1911 by Sillit Buchanan—was inspected for possible naval service. Her takeover by the Navy from F. E. Wright of San Pedro, Calif., was ordered on 6 October 1917. The vessel was placed in service on 30 December 1917, and she operated in waters of southern California through the end of hostilities. Her logs end on 9 December 1918 and, apparently, no record of her subsequent fate has survived.

A-2

(Submarine Torpedo Boat No. 3: dp. 107; l. 63'10"; b. 11'11"; dr. 10'7"; s. 8 k. (surf.), 7 k. (subm.); cpl. 7; a. 1 18" tt.; cl. *Plunger*)

The submarine torpedo boat A-2 was originally laid down as *Adder* (Submarine Torpedo Boat No. 3) on 3 October 1900 at Elizabethport, New Jersey, by the Crescent Shipyard of Lewis Nixon, a subcontractor for the John P. Holland Torpedo Boat Co. of New York; launched on 22 July 1901; sponsored by Mrs. Jane S. Wainwright, wife of Rear Admiral Richard Wainwright; and commissioned on 12 January 1903 at the Holland yard at New Suffolk, N.Y., Ens. Frank L. Pinney in command.

After initial experimental duty at the Naval Torpedo Station at Newport, *Adder* was towed to the Norfolk Navy Yard by the tug *Peoria*, arriving there on 4 December 1903. In January 1904, the submarine torpedo boat was assigned to the Reserve Tor-

pedo Flotilla. Placed out of commission on 26 July 1909, *Adder* was loaded on board the collier, *Caesar*, and was transported to the Philippine Islands, arriving there on 1 October 1909.

Recommissioned on 10 February 1910, she was assigned to duty with the 1st Submarine Division, Asiatic Torpedo Fleet. Over almost a decade, the submarine torpedo boat operated from Cavite and Olongapo, principally in training and experimental work. During this time, she was renamed on 17 November 1911, becoming simply A-2 (Submarine Torpedo Boat No. 3).

During World War I, she carried out patrols off the entrance to Manila Bay, and around the island of Corregidor. Decommissioned on 12 December 1919, A-2 (assigned the alphanumeric hull number SS-3 on 17 July 1920) was designated for use as a target on 24 September 1920. She was struck from the Naval Vessel Register on 16 January 1922.

A-3

(Submarine Torpedo Boat No. 4: dp. 107; l. 63'10"; b. 11'11"; dr. 10'7"; s. 8 k. (surf.), 7 k. (subm.); cpl. 7; a. 1 18" tt.; cl. *Plunger*)

The submarine torpedo boat A-3 was originally laid down as *Grampus* (Submarine Torpedo Boat No. 4) on 10 December 1900 at San Francisco, Calif., by Union Iron Works, a subcontractor for the John P. Holland Torpedo Boat Co. of New York; launched on 31 July 1902; sponsored by Mrs. Marley F. Hay, wife of the Superintendent of Construction at Union Iron Works; commissioned at the Mare Island Navy Yard on 28 May 1903, Lt. Arthur MacArthur—the older brother of future General of the Army Douglas MacArthur—in command.

Over the next three and a half years, *Grampus* operated out of the San Francisco area, principally in training and experimental work. During this time, on 18 April 1906, men from her crew participated in relief efforts which followed the devastating earthquake and fire in the city of San Francisco. Decommissioned at Mare Island on 28 November 1906, *Grampus* remained inactive until recommissioned on 13 June 1908. Subsequently assigned to the 1st Submarine Division, Pacific Torpedo Flotilla, in January 1910, and to the Pacific Fleet in March 1911, the submarine torpedo boat operated locally off the California coast until assigned to the Pacific Reserve Fleet on 28 June 1912. Toward the end of this period of active service, on 17 November 1911, *Grampus* was renamed A-3.

The submarine torpedo boat remained inactive, at the Puget Sound Navy Yard, into 1915. On 16 February 1915, she was hoisted on board the collier, *Hector*, which sailed soon thereafter for the Philippine Islands with A-3 and her sistership, A-5 (Submarine Torpedo Boat No. 6) (ex-*Pike*), as deck cargo. *Hector* arrived at Olongapo on 26 March 1915, and launched A-3 on 10 April.

Commissioned at Olongapo a week later, on 17 April, A-3 was assigned to the First Submarine Division, Torpedo Flotilla, Asiatic Fleet, and remained in active service with that unit until decommissioned at Cavite on 25 July 1921. During World War I, A-3 patrolled the waters off the entrance to Manila Bay. On 17 July 1920, was given the alphanumeric hull number SS-4.

Dismantled and used as a target by ships of the Asiatic Fleet, A-3 was struck from the Naval Vessel Register on 16 January 1922.

A-4

(Submarine Torpedo Boat No. 5: dp. 107; l. 63'10"; b. 11'11"; dr. 10'7"; s. 8 k. (surf.), 7 k. (subm.); cpl. 7; a. 1 18" tt.; cl. *Plunger*)

The submarine torpedo boat A-4 was originally laid down as *Moccasin* (Submarine Torpedo Boat No. 5) on 8 November 1900 at Elizabethport, N.J., by the Crescent Shipyard of Lewis Nixon, a subcontractor for the John P. Holland Torpedo Boat Co. of New York; launched on 20 August 1901; sponsored by a Mrs. Rice; and commissioned on 17 January 1903 at the Holland yard at New Suffolk, N.Y., Ens. Frank L. Pinney in command.

Assigned to duty at the Naval Torpedo Station at Newport, *Moccasin* operated locally on principally training and experimental activities until assigned to the Reserve Torpedo Flotilla at



A-4 (Submarine No. 5) preparing to moor, Manila Bay, circa 1912. Note the casual nature of the uniforms of the crew, and the generally diminutive size of this craft. (NH 90186)

Norfolk on 15 June 1904, in which unit she remained inactive for the next half decade. On 20 July 1909, the submarine torpedo boat was loaded on board the collier, *Caesar*, which sailed soon thereafter for the Philippine Islands. *Moccasin's* sistership, *Adder* (Submarine Torpedo Boat No. 3) was on board as deck cargo as well, lashed to the auxiliary's forward well deck. Arriving at Olongapo on 1 October, *Moccasin* was launched on 7 October. Recommissioned on 10 February 1910, the submarine torpedo boat was assigned to the First Submarine Division, Asiatic Torpedo Fleet, basing on the Manila area.

Early in the period she was operating with the Asiatic Fleet, *Moccasin* was renamed A-4 (Submarine Torpedo Boat No. 5) on 17 November 1911. During World War I, like her sisterships, she patrolled the entrance to Manila Bay and convoyed ships moving out of local waters. Later placed in reserve, A-4 was decommissioned at Cavite on 12 December 1919.

Designated as a target vessel, A-4 (which had been assigned the alphanumeric hull number SS-5 on 17 July 1920) was struck from the Naval Vessel Register on 16 January 1922.

A-5

(Submarine Torpedo Boat No. 5: dp. 107; l. 63'10"; b. 11'11"; dr. 10'7"; s. 8 k. (surf.); 7 k. (subm.); cpl. 7; a. 1 18" tt.; cl. *Plunger*)

The submarine torpedo boat A-5 was originally laid down as *Pike* (Submarine Torpedo Boat No. 6) on 10 December 1900 at San Francisco, Calif., by Union Iron Works, a subcontractor for the John P. Holland Torpedo Boat Co., of New York; launched on 14 January 1903; sponsored by Mrs. Frank Baker Zahm, the wife of the naval constructor at Union Iron Works; and commissioned at the Mare Island Navy Yard, Lt. Arthur MacArthur, Jr. (the elder brother of future General of the Army Douglas MacArthur) in command.

Pike operated out of the Mare Island Navy Yard for over three years, operating principally in experimental and training roles. Following the earthquake and subsequent fire at San Fran-

cisco on 18 April 1906, members of *Pike's* crew took part in the relief efforts in the wake of the disaster.

Decommissioned on 28 November 1906, *Pike* remained inactive until 8 June 1908, when she was recommissioned for local operations with the Pacific Torpedo Flotilla, off the Pacific coast. She remained attached to this unit into June of 1912. Toward the end of this period, *Pike* was renamed A-5 (Submarine Torpedo Boat No. 6) on 17 November 1911.

A-5 arrived at the Puget Sound Navy Yard on 26 June 1912, and, two days later, was placed in reserve. Following two and a half years of inactivity there, A-5 was loaded on board the collier *Hector* on 15 February 1915 (her sistership A-3, Submarine Torpedo Boat No. 4, was loaded the next day). A-5 made the voyage to the Philippines as deck cargo. She arrived at Olongapo on 26 March. Launched on 13 April, she was recommissioned on 17 April, and assigned to the Asiatic Fleet.

Shortly after the United States entered World War I, A-5 sank while moored at the Cavite Navy Yard, on 15 April 1917, her sinking attributed to a slow leak in a main ballast tank. She was raised on 19 April and, following reconditioning, returned to active service. Like her sisterships, she patrolled the waters off the entrance to Manila Bay during the course of the war with the Central Powers.

A-5, given the alphanumeric hull number SS-6 on 17 July 1920, was decommissioned on 25 July 1921. Earmarked as a target vessel, the submarine torpedo boat was struck from the Naval Vessel Register on 16 January 1922.

A-6

(Submarine Torpedo Boat No. 7: dp. 107; l. 63'10"; b. 11'11"; dr. 10'7"; s. 8 k. (surf.), 7 k. (subm.); cpl. 7; a. 1 18" tt.; cl. *Plunger*)

The submarine torpedo boat A-6 was originally laid down as *Porpoise* (Submarine Torpedo Boat No. 7) on 13 December 1900 at Elizabethport, N.J., by the Crescent Shipyard of Lewis Nixon, a subcontractor for the John P. Holland Torpedo Boat Co. of

New York; launched on 23 September 1901; sponsored by Mrs. E.B. Frost, the wife of E.B. Frost of Crescent Shipyard; and commissioned at the Holland yard at New Suffolk, N.Y., on 19 September 1903, Lt. Charles P. Nelson in command.

Assigned initially to the Naval Torpedo Station at Newport for experimental torpedo firing work, *Porpoise* entered the New York Navy Yard in September 1904 for repairs and alterations, remaining there until February 1906. Assigned then to the First Torpedo Flotilla on 7 March 1907, the submarine torpedo boat operated at Annapolis, Md., temporarily assigned to the Naval Academy for instruction of future naval officers, until June 1907. Taken subsequently to the New York Navy Yard, she was decommissioned on 21 April 1908. Partially disassembled, she was then loaded on the after well deck of the collier *Caesar* for a voyage to the Philippine Islands as deck cargo along with her sister ship *Shark* (Submarine Torpedo Boat No. 8), via the Suez Canal.

Arriving at the Naval Station at Cavite, *Porpoise* was launched on 8 July 1908, and recommissioned on 20 November. Due to the small size of these "boats," officers and men lived on board the gunboat *Elcano*.

In April 1909, Ens. Kenneth Whiting, a future naval aviation pioneer, became *Porpoise's* commanding officer. On 15 April, Whiting and his crew of six took the submarine out for what was to be a routine run. *Porpoise* got underway, cleared the dock and moved out into Manila Bay. She dove soon thereafter, and leveled off at a depth of 20 feet. Only then did Whiting, with contagious confidence, reveal his intentions.

Convinced that a man could escape from a submarine through the torpedo tube, Whiting determined that he was going to try and test his theory with himself as a guinea pig. Squeezing into the 18-inch diameter tube, he clung to the crossbar which stiffened the outer torpedo tube door, as the crew closed the inner door. When the outer door was opened and water rushed in, Whiting hung onto the crossbar that drew his elbows out of the tube's mouth, and then muscled his way out using his hands and arms, the entire evolution consuming 77 seconds. He then swam to the surface, *Porpoise* surfacing soon thereafter. Reticent to speak about the incident in public, he nevertheless informed his flotilla commander, Lt. Guy W.S. Castle, who submitted a report on how the feat had been accomplished. In *Porpoise's* log that day, Whiting had simply commented: "Whiting went through the torpedo tube, boat lying in (the) water in (a) normal condition, as an experiment . . ."

Subsequently becoming a unit of the First Submarine Division, Asiatic Torpedo Fleet, on 9 December 1909, the submarine torpedo boat continued her routine of local operations out of Cavite for the next decade. Renamed *A-6* (Submarine Torpedo Boat No. 7) on 17 November 1911, she patrolled the entrance to Manila Bay and convoyed vessels out of port during World War I, under the command of Lt. A.H. Bailey. Placed in ordinary on 1 December 1918, she spent a little over a year in that status, until decommissioned on 12 December 1919 and turned over to the Commandant of the Naval Station at Cavite, for disposal. Given the alphanumeric hull number SS-7 on 17 July 1920, *A-6* was authorized for use as a target in July 1921 and as of 16 January 1922 was struck from the Naval Vessel Register.

A-7

(Submarine Torpedo Boat No. 8; dp. 107; l. 63'10"; b. 11'11"; dr. 10'7"; s. 8 k. (surf.), 7 k. (subm.); cpl. 7; a. 1 18" tt.; cl. *Plunger*)

The submarine torpedo boat *A-7* was originally laid down as *Shark* (Submarine Torpedo Boat No. 8) on 11 January 1901 at Elizabethport, N.J., by the Crescent Shipyard of Lewis Nixon, a subcontractor for the John P. Holland Torpedo Boat Co. of New York; launched on 19 October 1901; and sponsored by Mrs. Walter Stevens Turpin, wife of Lt. Comdr. Walter S. Turpin, an officer on duty at Crescent Shipyard. Built with a hull of manganese bronze, *Shark* was equipped and outfitted at the Holland yard at New Suffolk, N.Y., and was commissioned there on 19 September 1903, Lt. Charles P. Nelson in command.

Over the next three and a half years, *Shark* operated locally at the Naval Torpedo Station at Newport, conducting firing tests with torpedoes, and participating in early research and development efforts in the field of undersea warfare. Assigned to the

First Submarine Flotilla in March 1907, *Shark* was stationed at the Naval Academy at Annapolis, Md., in the spring of 1907.

Taken to the New York Navy Yard in April 1908, the submarine torpedo boat was decommissioned there on the 21st of that month. Loaded on board the collier, *Caesar*, *Shark* and her sistership, *Porpoise* (Submarine Torpedo Boat No. 7), comprised the auxiliary's deck cargo as she proceeded, via Suez, for the Philippine Islands. *Shark* was launched soon after her arrival at Cavite in July and was recommissioned on 14 August 1908.

Over the next several years, the submarine torpedo boat operated out of Cavite, interspersing training with periodic upkeep and repair work. On 17 November 1911, *Shark* was renamed *A-7*.

During World War I, *A-7* and her sister ships based at Cavite, and carried out patrols of the entrance to Manila Bay. In the early spring of 1917, Lt. (j.g.) Arnold Marcus assumed command of *A-7*. On 24 July 1917, shortly after the submarine torpedo boat's engine had been overhauled, gasoline fumes ignited and caused an explosion and fire while in the course of a patrol in Manila Bay.

After Marcus and his men had battled the blaze, he ordered the crew topside and into the boats that had been summoned alongside. The last man to emerge from the interior of the crippled submersible, Marcus sent up distress signals to the nearby monitor *Monadnock*, and then took the helm himself in an attempt to beach the ship. He refused medical treatment until all his men had been attended to (six later died) and had to be ordered to leave his post. The gallant Marcus died the next day, 25 July 1917, of the effects of the explosion and fire that had ravaged his command. The Navy recognized this young officer's selfless heroism in naming a ship, *Marcus* (Destroyer No. 321), in his honor.

Placed in ordinary at Cavite on 1 April 1918, *A-7* was decommissioned as of 12 December 1919. Given the alphanumeric hull number SS-8 on 17 July 1920, *A-7*—initially advertised for sale in the 16th Naval District—was subsequently authorized for use as a target in 1921. She was struck from the Naval Vessel Register on 16 January 1922.

AA-1

Schley (Submarine No. 52) was laid down on 21 June 1916 at Quincy, Mass., by the Fore River Shipbuilding Co. under a contract with the Electric Boat Co. of New York; renamed *AA-1* on 23 August 1917 in accordance with the provisions of General Order 318 and to free the name *Schley* for assignment to Destroyer No. 103; launched on 25 July 1918; sponsored by Mrs. Lilian Hovey-King, wife of Lt. Comdr. Alvin Hovey-King, a naval constructor assigned to the Fore River Shipbuilding Co.; and commissioned at Boston on 30 January 1920, Lt. Comdr. James Parker, Jr., in command. On 17 July 1920, *AA-1* received the hull number SF-1 when the Navy adopted the alphanumeric system of hull designations. She was renamed *T-1* (q.v.) on 18 October 1920 in accordance with the provisions of General Order No. 551.

AA-2

Submarine No. 60 (Fleet Submarine No. 2) was laid down on 31 May 1917 at Quincy, Mass., by the Fore River Shipbuilding Co. under a contract with the Electric Boat Co. of New York; named *AA-2* on 23 August 1917 in accordance with the provisions of General Order No. 318; launched on 6 September 1919; sponsored by Miss Madeline Everett, the fiancée of Lt. Comdr. Ames Loder, the Assistant Inspector of Machinery assigned to the Fore River Shipbuilding Co.; redesignated SF-2 on 17 July 1920 when the Navy adopted the alphanumeric system of hull designations; and renamed *T-2* (q.v.) on 18 October 1920 in accordance with the provisions of General Order No. 551.

AA-3

Submarine No. 61 (Fleet Submarine No. 3) was laid down on 21 May 1917 at Quincy, Mass., by the Fore River Shipbuilding Co. under a contract with the Electric Boat Co. of New York; named *AA-3* in accordance with the provisions of General Order

No. 318 of 23 August 1917; launched on 24 May 1919; sponsored by Mrs. Lilian T. Jordan, wife of Comdr. John N. Jordan, the Cost Inspector assigned to the Fore River Shipbuilding Co.; redesignated SF-3 on 17 July 1920 when the Navy adopted the alphanumeric system of hull designations; and renamed *T-3 (q.v.)* on 18 October 1920 in accordance with the provisions of General Order No. 551.

A. B. Taylor

The "Menhaden Fisherman" (steam trawler) *A. Brook Taylor (q.v.)* was sometimes referred to as *A. B. Taylor* in the Navy's World War I records.

A. Brook Taylor

(Trawler: t. 295; l. 150'0"; b. 24'0"; dr. 13'6" (aft); s. 11 k.)

In June 1917, shortly after the United States entered World War I, the Navy inspected *A. Brook Taylor*—a wooden-hulled trawler built in 1913 and owned in 1917 by the Virginia Fishing Co., of Ditchly, Va. She was found to be suitable for service as a minesweeper and—according to a Navy Department letter dated 16 November 1917—was to be fitted out as such "preparatory to . . . [being called] into service in case of emergency." The anticipated "emergency" undoubtedly referred to extensive mining of American waters. However, even though German submarines did lay some mines off the east coast of the United States, *A. Brook Taylor* was never taken over by the Navy.

A. C. Powell

A. C. Powell, a screw steamer, was renamed *Alert (q.v.)* during the summer of 1862.

A. Childs

Besides her being listed as a ship of the Union Navy during the American Civil War, only two facts concerning this vessel have been found: first that, at some unknown date, her name was changed from *A. Childs* to simply *Childs*; and, secondly, that her hull was sold at Mound City, Ill., on 29 March 1865 for \$1,625.

A. Collier

Allen Collier—a stern wheel steamer built at Cincinnati, Ohio, in 1864 and purchased by the Navy on 7 December of that year—was renamed simply *Collier (q.v.)* sometime early in her naval career. Nevertheless, Navy records occasionally continued to refer to the ship thereafter by her original name, *Allen Collier* and more frequently by a name which she never carried officially, *A. Collier*.

A. D. Vance

A. D. Vance—a Confederate blockade runner captured on 10 September 1864 off Wilmington, N.C.—was taken into the Navy and renamed *Advance (q.v.)*. On 22 April 1865, her name was once more changed, this time to *Frolic (q.v.)*.

A. DeGroat

Occasionally screw tug *Albert DeGroat (q.v.)* was referred to in official documents as *A. DeGroat*.

A. G. Prentiss

(Tug: dp. 130; l. 76'; b. 17.2'; dr. 7' (mean); s. 9 k.; cpl. 6; a. none)

A. G. Prentiss—a small wooden-hulled tug built in 1912 at Kennebunk, Maine—was inspected by the Navy in the 3d Naval District on 6 March 1918 and selected for service and delivered to the Navy on 25 March 1918 under a charter approved three days later.

A. G. Prentiss—given the identification number (Id. No.) 2413—apparently served in the 3d Naval District for her entire career, as she is listed as having that area as her duty station in the 1918 *Ship's Data* volume. However, there are no extant deck logs to confirm this inference. Records indicate that *A. G. Prentiss* was returned to her owner on 2 December 1918, and her name stricken from the Navy list the same day.

A. Holly

(Sch)

A. Holly was one of the schooners purchased at Baltimore by the Navy to be laden with stone and sailed to the vicinity of Cape Hatteras and sunk as an obstruction to block one of the channels or inlets leading to the North Carolina sounds. Unfortunately, no record has been found establishing whether or not she was ever used for this purpose and, if not, giving any clue as to her ultimate fate.

A. Houghton

(Bark: t. 326; l. 113'4"; b. 25'3"; dph. 12'; s. 13 k.; cpl. 27; a. 2 32-pdr. sb.)

A. Houghton—a bark built in 1852 by James P. Rideout at Robbinston, Maine—was purchased by the Navy on 12 October 1861 at New York City and, after being fitted out at the New York Navy Yard, was placed in commission on 19 February 1862, Acting Master Newell Graham in command.

Nine days before, on 10 February, the bark was slated for duty in the Mortar Flotilla of the West Gulf Blockading Squadron. That bombardment group, led by Comdr. David Dixon Porter, was being established to provide covering fire for Flag Officer David Farragut during his forthcoming campaign against New Orleans.

Soon after being commissioned, the bark departed New York harbor and proceeded via Key West, Fla., and Ship Island, Miss., to the Mississippi Delta where she waited while Farragut and his squadron were laboring to get his deep-draft, oceangoing warships across the bar and into the river. In mid-April, after this difficult task had been completed, she accompanied Porter's mortar schooners upstream to a point a short distance below Forts Jackson and St. Philip which guarded the river approaches to New Orleans from the sea. There, she supplied Porter's guns with ammunition as they shelled the Confederate works during the days preceding the bold dash of Farragut's steam-propelled men-of-war past the guns of the forts to capture New Orleans.

After the great Southern metropolis fell, *A. Houghton* retired with the Flotilla to the gulf to await Farragut and join him in a planned attack on Mobile, Ala. However, orders from Washington directed Farragut to ascend the Mississippi past the Confederate river fortress at Vicksburg and join forces with Flag Officer Charles H. Davis who had been fighting his way down the Mississippi from its confluence with the Ohio River. Knowing the strength of the South's position at Vicksburg, Farragut ordered Porter to bring the flotilla back to the Mississippi so that it might support him in operations against Vicksburg as it had done in his advance on new Orleans. *A. Houghton* accompanied the flotilla as it returned to the Mississippi and supported it late in June during its bombardment of Vicksburg's batteries while Farragut's ships ran the gauntlet through the fire of the Southern guns. Then, after descending the river to replenish her supply of ammunition, she left New Orleans on 3 July, towed back upstream by the merchant steamer *Empire Parish*.

On the 6th, while the two ships were passing Grand Gulf, Miss., Southern batteries fired upon them and scored several hits, wounding two men. However, *A. Houghton* immediately returned the fire to good effect. In later describing the action, Lt. George Henry Preble—who commanded Union gunboat *Katahdin* which heard the firing and steamed downstream in the hope of assisting any embattled Northern forces—commented, “They thought the *Houghton* an unarmed transport, or would not have fired at her. For once they caught a tartar.” The bark’s fire knocked out one of the Southern guns and inflicted several casualties—both killed and wounded.

Meanwhile, events were taking place in Virginia which would seriously weaken and ultimately disestablish the Mortar Flotilla. In a brilliant series of actions near Richmond—known to history as the Seven Days Campaign—General Robert E. Lee’s Army of Northern Virginia turned back General McClellan’s thrust against the Confederate capital and drove the battered Union troops of the Army of the Potomac into a precariously held position on the north bank of the James River called Harrison’s Landing. To help protect McClellan’s beleaguered army, whose very existence was threatened, Secretary of the Navy Gideon Welles ordered a dozen of the schooners to leave the Mississippi and sail north to reinforce the James River Flotilla which was protecting McClellan’s flanks and keeping Lee’s victorious troops at bay.

A. Houghton was one of the small number of Porter’s vessels that remained in the West, but thereafter her role was changed. In mid-July when a lack of ground forces to take and hold Vicksburg had convinced Farragut of the futility of his operations above Vicksburg, he again ran through the fire of the Southern guns and descended the river. *A. Houghton* accompanied him downstream to New Orleans and then was sent to Pensacola where she served as ammunition ship for the squadron until she sailed far north in the early autumn. She was decommissioned at the New York Navy Yard on 12 October and remained there undergoing repairs until she was placed back in commission on 3 December 1862.

Then with her holds full of ammunition and other supplies, she once more sailed for the gulf and, by New Year’s Day 1863, was back at Pensacola supporting Farragut’s squadron. She remained on duty there until March 1863 when she sailed to New York to load supplies for the North Atlantic Blockading Squadron and served the ships of that organization—primarily at Hampton Roads—into August when she entered the Norfolk Navy Yard and was decommissioned there on the 30th for repairs to her leaking hull.

The bark was recommissioned on 1 October 1863, but transferred to the South Atlantic Blockading Squadron. She served at Port Royal, S.C.—first as a supply vessel and then as a health ship—through the end of the Civil War.

After the South collapsed, she sailed north late in May 1865 and was decommissioned for the last time at the Philadelphia Navy Yard on 9 June 1865. She was sold at public auction there on 10 August 1865. No facts concerning her subsequent career have been found.

A. J. View

(Sch)

Early in the afternoon of 28 November 1861, while cruising in Mississippi Sound, the Union screw steamer *New London* fell in with and seized *A. J. View* off Pascagoula, Miss., as that Biloxi schooner attempted to slip out to sea. The prize’s cargo was unloaded at Ship Island, and the schooner herself may have been used for sometime thereafter by the Gulf Blockading Squadron.

At some later date, after she had sailed north for adjudication, *A. J. View* was finally condemned by the admiralty court at New York City and was sold to the Navy on 28 July 1863—almost two years after she had been captured. She was used as a coal hulk, but no record of the place or places where she performed this service has been found.

A. O. Tyler

Soon after she was purchased by the United States Government, sidewheel gunboat *A. O. Tyler* renamed simply *Tyler* (*q.v.*).

Aaron V. Brown

Born on 15 August 1795 in Brunswick County, Va., Aaron Venable Brown was educated in North Carolina and moved to Tennessee in 1815. Admitted to the state bar two years later, he practiced law in Nashville and eventually became the partner of the future President, James K. Polk. After service in both chambers of the Tennessee Legislature, Brown sat in the United States House of Representatives from 4 March 1839 to 3 March 1845 and then left Congress to become the Governor of Tennessee. Temporarily retired from public life in 1847, Brown became Postmaster General under President Buchanan on 6 March 1857 and held the post until he died in Washington on 8 March 1859.

Prior to the Civil War, *Aaron V. Brown*—a revenue cutter whose records have for the most part been lost—operated on the Great Lakes from her base at Milwaukee, Wis. As the national crisis deepened after Abraham Lincoln was elected President, *Aaron V. Brown* was transferred to the Atlantic and, in company with four other cutters, arrived at Boston late in December 1861.

Following a brief assignment at Salem, Mass., she was repaired, provisioned for a deployment in Southern waters, and sailed for the sounds of North Carolina. Commanded by Capt. John Mason, Jr., USRCS, she served in the shoals of those dangerous and bitterly contested waters until May 1864 when she proceeded to New York harbor to be sold.

Aaron Ward

Aaron Ward was born on 10 October 1851 in Philadelphia, Pa. Following graduation from the United States Naval Academy in 1871, he was ordered to *California* on the Pacific station. He next served in *Brooklyn* in the West Indies from 1873 to 1874, before reporting to *Franklin* on the European station.

Ward served a tour of duty at the Naval Academy from 1876 to 1879. Next he served with the *Constitution* training squadron in 1879 through 1882. Ward was occupied with various professional duties at the torpedo station in Newport, R.I., and the New York Navy Yard through 1885. From 1885 to 1888 he was stationed in *Hartford* and *Monongehela* on the Pacific station. Between 1889 and 1894, Ward served as naval attaché in Paris, Berlin, and St. Petersburg. He sailed with *New York* in the West Indies and Brazil until 1894, and in *San Francisco* in the Mediterranean through 1896.

During the Spanish-American War, Ward commanded *Wasp*. Commended for gallantry, he was advanced to lieutenant commander for conspicuous service at the Battle of Santiago. He then commanded *Panther* for a year in the West Indies, followed by service as chief of staff to the Asiatic station commander. From 1901 to 1908, Ward commanded *Yorktown*, *Don Juan de Austria*, and *Pennsylvania* successively. He served for one year as supervisor of the harbor at New York before becoming an aide to the Secretary of the Navy in 1909. In 1910 Ward was promoted to rear admiral. In 1911 he became second in command of the Atlantic Fleet. Rear Admiral Ward retired on 10 October 1913. He died on 5 July 1918, and is buried in Greenwood Cemetery, Brooklyn, N.Y.

I

(Destroyer No. 132: dp. 1,090 (n.); l. 314'4"; b. 30'6"; dr. 8'8"; s. 35 k.; cpl. 159; a. 4 4", 1 3", 12 21" tt.; cl. *Wickes*)

The first *Aaron Ward* (Destroyer No. 132) was laid down on 1 August 1918 at Bath, Maine, by the Bath Iron Works; launched on 10 April 1919; sponsored by Mrs. Washington Lee Capps, the daughter of Rear Admiral Aaron Ward and the wife of Rear Admiral Capps; and commissioned on 21 April 1919, Comdr. Raymond A. Spruance in command.

Upon commissioning, the destroyer reported for duty with Division 13, Squadron 2, Atlantic Fleet. She performed her first significant service for the Navy at Trepassy Bay in May 1919 when she served as one of the pickets for the transatlantic flight attempt by three Navy-Curtiss flying boats. One of the boats, NC-4, completed the flight successfully. *Aaron Ward* continued to serve with Atlantic Fleet until September, at which time she

was transferred to the Pacific. Her first assignment there consisted of a month of salvage operations in Angeles Bay, Mexico, to recover a sunken Army plane and the bodies of its crew. At the conclusion of that mission, she began training operations with the Battle Fleet. On 17 July 1920, the Navy adopted the alphanumeric system of hull designations, and *Aaron Ward* became DD-132. Her work with Battle Fleet was interrupted early in 1921 by two rescue missions near the Canal Zone. Between January and March of that year, she cruised the waters along the coast of the Canal Zone searching for the flying boat, NC-6, which had crashed in the vicinity. In February, she turned from that mission to pursue another errand of mercy, the rescue of survivors from *Woolsey* (DD-77), which had sunk after a collision with the merchant vessel *SS Steel Inventor* on 26 February. *Aaron Ward* resumed normal duty with the Battle Fleet in March 1921 and continued that duty until she was decommissioned on 17 June 1922 and berthed with the Reserve Fleet at San Diego.

The destroyer remained inactive for almost eight years and then was recommissioned at San Diego on 24 May 1930. After active service until mid-1932, she entered the Rotating Reserve in which she alternated active periods at sea with intervals of inactivity at pier-side with a minimal crew embarked. The ship continued in that status until December 1934 when she returned to full activity. On 1 April 1937, the destroyer once more was placed out of commission and returned to the Reserve Fleet. On 30 September 1939, *Aaron Ward* came out of reserve for the final time. Recommissioned on that day—in response to President Franklin D. Roosevelt's establishment of the Neutrality Patrol following the outbreak of war in Europe at the beginning of the month—she became flagship of Destroyer Division 65, Pacific Fleet. In December, she was transferred to the Atlantic Fleet and, on the 11th, arrived at Key West, Fla. For the remainder of her United States Navy career, she conducted neutrality patrols in the Gulf of Mexico and in the West Indies.

On 9 September 1940, *Aaron Ward* was decommissioned at Halifax, Nova Scotia. Transferred to Great Britain as one of the overage destroyers traded to that nation in return for the right to establish American bases on British possessions in the western hemisphere, she was commissioned in the Royal Navy that same day as HMS *Castleton*, Comdr. F. H. E. Skyrme, R.N., in command.

Though her name was not struck from the United States Navy list until 8 January 1941, HMS *Castleton* began service with the Royal Navy almost immediately. She arrived in Belfast, Northern Ireland, on 26 September and at Devonport, England, two days later. There, she was assigned to the 8th Escort Group, Western Approaches Command, based at Liverpool, for convoy escort duty. On 21 November, the destroyer rushed to the aid of survivors of two merchant ships from Convoy OB-244, *SS Day-dawn* and *SS Victoria*, which had been sunk by U-boat torpedoes. In February 1941, she became a unit of the 17th Destroyer Division and supported the operations of the 1st Minelaying Squadron off the west coast of Scotland. However, in between minelaying support missions, she continued to provide convoy escort services.

On 19 November 1941, she suffered damage as a result of an explosion and returned to Greenock. She then entered the yard at Newport in Monmouthshire where she remained until 20 April 1942. Repairs completed, HMS *Castleton* resumed mining and convoy escort duty. When an American flying boat sank *U-464* about half way between Scotland and Iceland, HMS *Castleton* and another former American destroyer HMS *Newark* (ex-*Ringgold* (DD-89)) rushed to the scene, captured 51 of the submarine's 53-man crew who had taken refuge in an Icelandic trawler, and took the prisoners into Iceland. *Castleton* then resumed her former duties.

On 4 August 1943, she participated in another rescue operation when a Sunderland aircraft of the Royal Canadian Air Force's No. 423 Squadron sank *U-489* but also fell victim to the U-boat's anti-aircraft fire. HMS *Castleton* rescued six of the 11 crewmen of the Sunderland and 54 of the submarine's crew. HMS *Orwell* assisted her in that operation. During 1944 and 1945, the former American destroyer served with the Rosyth (Scotland) Escort Force and operated frequently as a target ship for aircraft assigned to the northern air stations. She was placed in reserve at Grangemouth, in the Firth of Forth, on 13 March 1945. The warship was ultimately scrapped at Bo'ness, Scotland, on 3 April 1947.

(DD-483: dp. 2,060; l. 348'4"; b. 36'1"; dr. 13'6"; s. 35 k.; cpl. 208; a. 4 5", 4 1.1", 5 20 mm., 5 21" tt., 2 det., 6 dp.; cl. *Gleaves*)

The second *Aaron Ward* (DD-483) was laid down on 11 February 1941 at Kearny, N.J., by the Federal Shipbuilding and Drydock Co.; launched on 22 November 1941; sponsored by Miss Hilda Ward, daughter of the late Rear Admiral Ward; and commissioned on 4 March 1942, Comdr. Orville F. Gregor in command.

Following her shakedown out of Casco Bay, Maine, and post-shakedown availability at the New York Navy Yard, *Aaron Ward* sailed for the Pacific on 20 May 1942 and proceeded via the Panama Canal to San Diego. A short time later, as the Battle of Midway was developing off to the westward, the destroyer operated in the screen of Vice Admiral William S. Pye's Task Force (TF) 1, built around seven battleships and the aircraft escort vessel *Long Island* (AVG-1) as it steamed out into the Pacific Ocean—eventually reaching a point some 1,200 miles west of San Francisco and equally northeast of Hawaii—to "support the current operations against the enemy." With the detachment of *Long Island* from the task force on 17 June, *Aaron Ward* screened her on her voyage back to San Diego.

After local operations off the west coast, *Aaron Ward* sailed for Hawaii on 30 June 1942 and proceeded thence to the Tonga Islands with TF 18. Assigned to escort duties soon thereafter, she convoyed the fleet oiler *Cimarron* (AO-22) to Noumea. During the course of the voyage she made two sound contacts, one on 5 August and the other the following day, which she developed and attacked with depth charges. Although she claimed a probable sinking in each case, neither "kill" was borne out in postwar accounting. Subsequently assigned to screening duties with forces seeking to cover and resupply Guadalcanal, *Aaron Ward* saw the carrier *Wasp* (CV-7) torpedoed by *I-19* on 15 September 1942.

Within a month's time, *Aaron Ward* was earmarked for a shore bombardment mission on 17 October. She stood into Lunga Roads at 0717 on that day to lie to and await the arrival of a marine liaison officer who would designate targets for the ship. Before she could embark passengers, though, she spotted five enemy bombers approaching from the west. These attacked *Aaron Ward* at about 0724, but ran into a heavy anti-aircraft barrage from both the ship and marine guns on shore. The destroyer went ahead at flank speed when she spotted the attackers, to carry out evasive maneuvers and avoid the falling bombs, radically swinging to the right or left as the occasion demanded. Three bombs splashed 100 to 300 yards astern of the ship. The marines claimed two of the five attackers destroyed, though, while the ship and marines shared a third "kill."

The action over, the destroyer stood into Lunga Roads at 0800 and embarked Martin Clemens, the former British consular representative on Guadalcanal, Maj. C. M. Nees, USMC, and Corporal R. M. Howard, USMC, a photographer, and got underway soon thereafter, reaching her target area within 40 minutes. For three hours, *Aaron Ward* shelled Japanese shore positions, her targets ranging from a gun emplacement to ammunition dumps; fires, smoke, and explosions marked her visit as she quit the area. Reaching Lunga Roads at 1216, she disembarked her passengers and after going on alert for a Japanese air raid that failed to materialize, cleared Lengo Channel and rejoined her task force.

Three days later, while again performing screening operations, *Aaron Ward* saw the heavy cruiser *Chester* (CA-27) take a torpedo hit on 20 October. The destroyer went to the aid of the stricken cruiser and dropped a full depth charge pattern on *Chester's* assailant (*I-176*), but came up empty-handed. She then escorted the damaged ship to Espiritu Santo.

Ten days after her abortive hunt for *I-176*, *Aaron Ward* carried out another bombardment of Japanese positions on Guadalcanal, this time in company with the light cruiser *Atlanta* (CL-51), the flagship of Rear Admiral Norman Scott (Commander, Task Group (TG) 64.4), and the destroyers *Benham* (DD-397), *Fletcher* (DD-445) and *Lardner* (DD-487). Arriving off Lunga Point at 0520 on 30 October, the task group stood in, and *Atlanta* embarked a liaison officer from Major General Alexander A. Vandegrift, Commander of the 1st Marine Division, 20 minutes later.



Aaron Ward (DD-483), painted in Measure 12 (modified) camouflage, approaches the aircraft carrier *Wasp* (CV-7), 17 August 1942, to transfer guard mail. Note details of her paint scheme, the fire-control radar atop her Mk. 37 director and the air search radar at her foremast, as well as the fact that she appears to have had her port anchor removed, perhaps as a weight-saving measure. (80-G-12263)

Steaming to its designated area, TG 64.4 reached its destination within an hour's time, and at 0629 Admiral Scott's flagship opened fire. *Aaron Ward* followed suit soon thereafter; eventually, before she ceased fire at 0840, she expended 711 rounds of 5-inch ammunition. Pausing briefly to investigate a reported submarine in the vicinity, *Aaron Ward* then cleared the area shortly before 0900, her mission completed.

Aaron Ward screened transports unloading men and materiel off Guadalcanal on 11 and 12 November, claiming one enemy plane and damaging two others on the former day and two more planes off Lunga Point on the latter.

At 1830 on 12 November, *Aaron Ward* retired with her task force in an eastward direction. Still later, the force—five cruisers and eight destroyers—under Rear Admiral Daniel J. Callaghan, reversed course and stood back through Lengo Channel. About 0130 on 13 November, the American ships which possessed radar picked up numerous contacts on their screens—the "Volunteer Attack Force" under Rear Admiral Hiroaki Abe, which consisted of two battleships, a light cruiser, and 14 destroyers.

Aaron Ward, leading the four destroyers bringing up the rear of Callaghan's column, ranged in on the Japanese ships with her FD radar at 0145, opening fire soon thereafter on a target she took to be a battleship. A short time later, after the ship had fired approximately 10 salvos, she saw that the cruisers ahead

of her had apparently changed course; stopping and backing both engines at 0155, *Aaron Ward* observed two torpedoes pass beneath her.

An instant later, *Barton* (DD-599), nearby, blew up—she had been torpedoed by the destroyer *Amatsukaze*—shortly before *Aaron Ward*, with the waters clear ahead of her, surged ahead once more. She prepared to fire torpedoes at a target to port, but did not because she sighted a ship which she took to be *San Francisco* (CA-38) 1,500 yards away. At 0204, observing what she took to be *Sterett* (DD-407) heading directly toward her port side, *Aaron Ward* went ahead, flank speed, and put her rudder over hard-a-port to avoid a collision.

A short time later, the destroyer commenced firing on an enemy ship, and hurled some 25 salvos in her direction; her target may have been the Japanese destroyer *Akatsuki*, which did blow up and sink, taking all hands with her. Changing course to bear on a new target in the melee, *Aaron Ward* managed to get off four salvos on director control until a Japanese shell put the director out of action and forced the destroyer's gunners to rely on local control.

In the minutes that followed, *Aaron Ward* received eight more direct hits; unable to identify friend from foe and certain that the enemy had surely established her American character, the destroyer then stood out to clear the area. She lost steering control at 0225, and, steering with her engines, attempted to come to

the right. Seeing no more firing after 0230, when the battle apparently ended, *Aaron Ward* went dead in the water at 0235, her forward engine room flooded with salt water and her feed water gone.

Utilizing a gasoline pump, however, the destroyer's crew managed to pump salt water into the tanks and light the boilers off. At 0500, *Aaron Ward* moved slowly ahead, bound for Sea Lark Channel; ten minutes later, American motor torpedo boats closed, and the destroyer signalled them to ask Tulagi for a tug. She kept up her crawling pace for only a half hour, however, when she went dead in the water again.

Thirty minutes after she had slowed to a stop, *Aaron Ward* spotted an unwelcome sight: a Japanese battleship, *Hiei*, steaming slowly in circles between Savo and Florida Islands. Also nearby, nearer to Guadalcanal, lay *Atlanta*, *Portland* (CA-33), *Cushing* (DD-376) and *Monssen* (DD-436), all damaged, and the destroyers both burning. The Japanese destroyer *Yudachi*'s presence in the vicinity proved to be her own undoing: *Portland* summarily sank her soon thereafter.

Aaron Ward, perhaps prompted to do so with more urgency due to *Hiei*'s proximity, got underway at 0618, and two minutes later greeted *Bobolink* (ATO-131), which had arrived to take the destroyer in tow. Before the towline could be rigged, though, *Hiei* spotted *Aaron Ward* and opened fire with her heavy guns. Four two-gun salvos thundered from the battleship, the third of which straddled the crippled destroyer. Fortunately, planes sent from Henderson Field began working over *Hiei* and distracted her attention in the nick of time.

Losing power again at 0635, *Aaron Ward* was taken in tow by *Bobolink*, and the ships began moving toward safety. The tug turned the tow over to a local patrol boat (YP) at 0650, and the destroyer anchored in Tulagi harbor near Makambo Island at 0830. The nine direct hits she had received resulted in 15 men dead and 57 wounded. After receiving temporary repairs locally, *Aaron Ward* sailed for Hawaii soon thereafter, reaching Pearl Harbor on 20 December 1942 for permanent repairs.

The destroyer rejoined the fleet on 6 February 1943 and soon resumed escort work. During one stint with a small convoy on 20 March, she aided in driving off attacking Japanese planes. A short time later, on 7 April, she had escorted the fast transport *Ward* (APD-16) and three tank landing craft (LCT) from the Russell Islands to Savo. Not expecting to arrive until 1400, the destroyer went ahead at 25 knots to provide *Ward* and the three LCTs with air cover until they reached Tulagi. At about noon, however, the destroyer received notification of an impending air raid at Guadalcanal.

As the ships neared their destination, *Aaron Ward* received orders at about 1330 to leave her convoy to cover *LST-449* off Togoma Point, Guadalcanal. Joining the tank landing ship at 1419, the destroyer directed her to follow her movements and zigzag at the approach of enemy aircraft. While the *LST* maneuvered to conform to *Aaron Ward*'s movements, the latter's captain planned to retire to the eastward through Lengo Channel, as other cargo ships and escorting ships were doing upon receipt of the air raid warning from Guadalcanal.

Sighting a dogfight over Savo Island, *Aaron Ward* tracked a closer group of Japanese planes heading south over Tulagi; while swinging to starboard, the ship suddenly sighted three enemy planes coming out of the sun. Surging ahead to flank speed and putting her rudder over hard left, *Aaron Ward* opened fire with her 20-millimeter and 40-millimeter guns, followed shortly thereafter by her 5-inch battery. Bombs from the first three planes struck on or near the ship, and the mining effect of the near-misses proved devastating; the first bomb was a near miss, which tore holes in the side of the ship, allowing the forward fireroom to ship water rapidly; the second struck home in the engine room, causing a loss of all electrical power on the 5-inch and 40-millimeter mounts. Shifting to local control, however, the gunners kept up the fire. A third bomb splashed close aboard, holing her port side, near the after engine room. Having lost power to her rudder, the ship continued to swing to the left as another trio of dive bombers loosed their loads on the now-helpless destroyer. While none of these bombs hit the ship, two landed very near her port side. Twenty destroyermen had died; 59 had been wounded; seven were missing.

Despite the best efforts of her determined crew, and the assistance of *Ortolan* (ASR-5) and *Vireo* (ATO-144), however, the destroyer settled lower in the water. When it became evident that the battle to save *Aaron Ward* was being lost, *Ortolan* and

Vireo attempted to beach her on a shoal near Tinete Point. At 2135, however, *Aaron Ward* sank, stern-first, in 40 fathoms of water, only 600 yards from shoal water.

Aaron Ward was awarded four battle stars for her World War II service.

III

(DM-34: dp. 2,200; l. 376'6"; b. 40'10"; dr. 18'10"; s. 34.2 k. (tl.); cpl. 363; a. 6 5", 8 40mm., 12 20mm., 2 dct., 4 dcp., 80 mines; cl. *Robert H. Smith*)

The third *Aaron Ward* (DM-34)—a destroyer minelayer converted from an *Allen M. Sumner*-class destroyer hull—was laid down as DD-773 on 12 December 1943 at San Pedro, Calif., by the Bethlehem Steel Corp.; launched on 5 May 1944; sponsored by Mrs. G. H. Ratliff; redesignated a destroyer minelayer, DM-34, on 19 July 1944; and placed in commission on 28 October 1944, Comdr. William H. Sanders, Jr., in command.

Between commissioning and the end of January 1945, *Aaron Ward* completed fitting out and conducted her shakedown cruise off the California coast. On 9 February, she departed San Pedro, bound for Pearl Harbor where she arrived on 15 February. The warship conducted additional training in Hawaiian waters before loading supplies and ammunition and getting underway on 5 March to join the 5th Fleet at Ulithi. She entered the lagoon of that atoll in the Western Carolines on 16 March but put to sea again on the 19th with Task Force (TF) 52 bound for the Ryukyu Islands.

The Mine Flotilla, of which *Aaron Ward* was a unit, arrived off Okinawa late on the 22d. The following day, the destroyer minelayer got her first glimpse of the enemy when some of his planes approached the sweep group but did not attack. More came in later, but the combined gunfire of the group dissuaded them from approaching close enough to harm the American ships. The first actual air raid occurred on the 26th, and *Adams* (DM-27) knocked the intruder out of the sky.

Aaron Ward supported minesweeping operations around Kerama Retto and Okinawa until the time of the first landings. During that period, she accounted for three enemy aircraft. On 1 April, the day of the initial assault on Okinawa, the destroyer minelayer began screening the heavy warships providing gunfire support for the troops ashore. That duty lasted until 4 April when she departed the Ryukyus and headed for the Marianas. She arrived at Saipan on the 10th but shifted to Guam later that day. After several days of minor repairs, *Aaron Ward* headed back to Okinawa to patrol in the area around Kerama Retto. During that patrol period, she came under frequent air attack. On the 27th, she splashed one enemy plane and, the next day, accounted for one more and claimed a probable kill in addition. She returned to Kerama Retto to replenish her provisions and fuel. While she was there, a kamikaze scored a hit on *Pinkney* (APH-2). *Aaron Ward* moved alongside the stricken evacuation transport to help fight the inferno blazing amidships. While so engaged, she also rescued 12 survivors from *Pinkney*.

On 30 April, the destroyer minelayer returned to sea to take up position on radar picket station number 10. That night, she helped repulse several air attacks; but, for the most part, weather kept enemy airpower away until the afternoon of 3 May. When the weather began to clear, the probability of air attacks rose. At about dusk, *Aaron Ward*'s radar picked up bogies at 27 miles distance; and her crew went to general quarters. Two of the planes in the formation broke away and began runs on *Aaron Ward*. The warship opened fire on the first from about 7,000 yards and began scoring hits when he had closed range to 4,000 yards. At that point, he dipped over into his suicide dive but splashed about 100 yards off the destroyer minelayer's starboard quarter. The second of the pair began his approach immediately thereafter. *Aaron Ward* opened fire on him at about 8,000 yards and, once again, began scoring hits to good effect—so much so that her antiaircraft battery destroyed him while he was still 1,200 yards away.

At that point, a third and more determined intruder appeared and dove in on *Aaron Ward*'s stern. Though repeatedly struck by antiaircraft fire, the plane pressed home the attack with grim determination. Just before crashing into *Aaron Ward*'s superstructure, he released a bomb which smashed through her hull below the waterline and exploded in the after engine room. The



Aaron Ward (DM-34), Kerama Retto, 5 May 1945, after having been damaged by a kamikaze a short time before while operating on picket station off Okinawa. The after portion of the ship, including her after stack, has been almost completely leveled. (80-G-330113)

bomb explosion flooded the after engine and fire rooms, ruptured fuel tanks, set the leaking oil ablaze, and severed steering control connections to the bridge. The rudder jammed at hard left, and *Aaron Ward* turned in a tight circle while slowing to about 20 knots. Topside, the plane itself spread fire and destruction through the area around the after deckhouse and deprived mount 53 of all power and communication. Worse yet, many sailors were killed or injured in the crash.

For about 20 minutes, no attacking plane succeeded in penetrating her air defenses. Damage control parties worked feverishly to put out fires, to repair what damage they could, to jettison ammunition in danger of exploding, and to attend to the wounded. Though steering control was moved aft to the rudder itself, the ship was unable to maneuver properly throughout the remainder of the engagement. Then, at about 1840, the ships on her station came under a particularly ferocious air attack. While *Little* (DD-803) was hit by the five successive crashes that sank her, *LSMR-195* took the crash that sent her to the bottom; and *LCSL-25* lost her mast to a suicider. *Aaron Ward* also suffered her share of added woe. Just before 1900, one plane from the group of attackers selected her as a target and began his approach from about 8,000 yards. Fortunately, the destroyer minelayer began scoring hits early and managed to splash the attacker when he was still 2,000 yards away. Another enemy then attempted to crash into her, but he, too, succumbed to her antiaircraft fire.

Her troubles, however, were not over. Soon after the two successes just mentioned, two more Japanese planes came in on her port bow. Though chased by American fighters, one of these succeeded in breaking away and starting a run on *Aaron Ward*. He came in at a steep dive apparently aiming at the bridge. Heavy fire from the destroyer minelayer, however, forced him to veer toward the after portion of the ship. Passing over the signal bridge, he carried away halyards and antennae assemblies, smashed into the stack and then splashed down close aboard to starboard.

Quickly on the heels of that attack, still another intruder swooped in toward *Aaron Ward*. Coming in just forward of her port beam, he met a hail of antiaircraft fire but pressed home his attack resolutely and released a bomb just before he crashed into her main deck. The bomb exploded a few feet close aboard her

port side, and its fragments showered the ship and blew a large hole through the shell plating near her forward fireroom. As a result, the ship lost all power and gradually lost headway. At that point, a previously unobserved enemy crashed into the ship's deckhouse bulkhead causing numerous fires and injuring and killing many more crewmen.

As if that were not enough, *Aaron Ward* had to endure two more devastating crashes before the action ended. At about 1921, a plane glided in steeply on her port quarter. The loss of power prevented any of her 5-inch mounts from bearing on him, and he crashed into her port side superstructure. Burning gasoline engulfed the deck in flames, 40-millimeter ammunition began exploding, and still more heavy casualties resulted. The warship went dead in the water, her after superstructure deck demolished, and she was still on fire. While damage control crews fought the fires and flooding, *Aaron Ward* began to settle in the water and took on a decided list to port.

She still had one ordeal, however, to suffer. Just after 1920, a final bomb-laden tormentor made a high-speed, low-level approach and crashed into the base of her number 2 stack. The explosion blew the plane, the stack, searchlight, and two gun mounts into the air, and they all came to rest strewn across the deck aft of stack number 1. Through the night, her crew fought to save the ship. At 2106, *Shannon* (DM-25) arrived and took *Aaron Ward* in tow. Early on the morning of 4 May, she arrived at Kerama Retto where she began temporary repairs. She remained there until 11 June when she got underway for the United States. Steaming via Ulithi, Guam, Eniwetok, Pearl Harbor, and the Panama Canal, *Aaron Ward* arrived in New York in mid-August. On 28 September 1945, she was decommissioned, and her name was struck from the Navy list. In July 1946, she was sold for scrapping.

Aaron Ward (DM-34) earned one battle star and the Presidential Unit Citation for World War II service.

Abadejo

Submarine *Abadejo* (SS-308) was renamed *Apogon* (q.v.) on 24 September 1942.

Abalone

A rock-clinging, gastropod mollusk.

(MB: t. 33 (gross); l. 60'0" . 12'6"; dr. 3'6" (aft); s. 10 k.; cpl. 8; a. 1 1-pdr., 1 .30-cal. mg.)

Abalone—a wooden-hulled motorboat constructed in 1913 at Morris Heights, N.Y., by the New York Launch and Engine Building Co.—was acquired by the Navy on 27 April 1917 under a free lease from Arnold Schlaet of New York City and commissioned on 10 May 1917.

The sparse direct records of *Abalone*'s day-to-day operations consist merely of a deck log which does not even cover the craft's entire career. From other sources, though, we know that *Abalone*—designated SP-208—was attached to the 3d Naval District local patrol forces and was based at New Haven, Conn. From that port, she performed patrol missions with Squadrons 5 and 20. Following the signing of the armistice, she was detached from this duty on 10 December 1918 and was returned to her previous owner a fortnight later, on Christmas Eve, 1918.

Abarenda

I

(Collier No. 13: dp. 6,680; l. 325'6"; b. 42'; dr. 22'10"; s. 9 k.; cpl. 69; a. 4 3-pdrs.)

The first *Abarenda* (Collier No. 13)—a merchant ship built in 1892 at Newcastle, England, by the Edwards Shipbuilding Co.—was acquired by the Navy on 5 May 1898 from J. Graham; fitted out as a collier; and commissioned at the New York Navy Yard on 20 May 1898, Lt. Comdr. Marcus B. Buford in command.

Abarenda departed New York on 28 May and stopped at Lamberts Point, Va., to load coal and ammunition before sailing for Cuba on the 30th. Between 8 and 9 June, and 10 and 26 June 1898, *Abarenda* replenished the bunkers and magazines of American warships at Santiago and Guantanamo Bay, and also provided gunfire support as the occasion demanded (her port bow gun shelled Spanish positions at the mouth of the Guantanamo River on 12 June 1898). That same day (12 June), Lt. Comdr. Buford presented the marine garrison ashore at Camp McCalla with a flag pole and, after being given an ensign by Capt. Bowman McCalla, of the cruiser *Marblehead*, a party of two officers and

four men, under Lt. Stephen Jenkins, from *Abarenda*, erected the pole and raised the colors over the marine camp. "When the flag was hoisted by our men," writes Buford, "the Squadron lying off the camp cheered it . . . the marines . . . were given new life and some took up the cheering . . ."

Abarenda returned to Lamberts Point on 2 July and remained in the Hampton Roads area through the end of the war with Spain in August. On 18 September, she sailed for South American waters, and reached Bahia, Brazil, on 19 October. En route home, the ship visited Barbados, and St. Thomas, Danish West Indies, before ultimately reaching Hampton Roads on 8 December 1898. Coaling duties with the North Atlantic Squadron occupied the ship through the early months of 1899.

After completing the loading, on 21 April 1899, of a cargo of construction materials (steel, corrugated iron, and glass) which belonged to a San Francisco contractor given the contract to build a wharf and a coal shed at Pago Pago, Tutuila, American Samoa, and steel rods and angle irons earmarked for strengthening the foundations of the coal shed at Pago Pago, *Abarenda* shifted to Coal Pier No. 2 at Hampton Roads the following day, and coaled until the 24th. She departed Hampton Roads on 30 April, bound for the Pacific. En route, the ship stopped briefly at Montevideo, Uruguay, and Punta Arenas, Chile; rounded Cape Horn in rough weather (rolling as much as 30 degrees during the passage); and visited Valparaiso, Chile; Bounty Bay, Pitcairn Island; and Tahiti, before sighting Tutuila on 9 August. She anchored in Apia Harbor the following morning, and then shifted to Pago Pago on the morning of the 13th, to soon commence unloading the cargo brought from Norfolk.

Assigned duty as station ship at Samoa, *Abarenda* spent the next two and a half years largely ferrying people and cargo between Apia and Pago Pago, often carrying as many as 50, or more, Samoan natives each trip. Twice during this period, during the winter of 1899–1900 and the winter of 1900–1901, the ship made a voyage from Samoan waters to New Zealand, where she was drydocked in the Calliope Dock at Auckland for hull work. Relieved of duty as station ship by *Wheeling* (Gunboat No. 14) on 24 May 1902, *Abarenda* sailed for the United States that same day, and, after touching at Lundy Point, Chile; Montevideo; St. Thomas and San Juan, Puerto Rico, en route, reached the Virginia capes on 9 August 1902. Shifting to the Norfolk Navy Yard at mid-day on the 10th, she underwent preparations for inactivation, and was decommissioned on 4 September 1902.

Following her recommissioning on 3 November 1903, Lt. Comdr. J. L. Purcell in command, *Abarenda* sailed to Guantanamo Bay and Pensacola, Fla., to support the Atlantic Fleet.



Abarenda anchored in Hampton Roads, 2 May 1907, during a naval review. Lettering on her bow reads AUXILIARY, U.S. NAVY. (NH 75645)

She was next ordered to carry coal and ammunition to the European Squadron and departed Norfolk on 23 April 1904. She filled the bunkers of *Maine* (Battleship No. 10), *Alabama* (Battleship No. 8), *Kearsarge* (Battleship No. 5), and *Iowa* (Battleship No. 4) from 3 to 20 June and arrived at Piraeus, Greece, on 30 June. After a two-day stop at Gibraltar in mid-July, the collier headed home on 3 August and arrived back at Norfolk where she immediately began loading coal and ammunition to supply the European Squadron. The collier again sailed for the Mediterranean on 14 October, arrived at Gibraltar on 2 November, and soon moved on to Genoa, Italy, to coal more ships. After a brief stop at Gibraltar, she got underway for the United States on 28 November.

Abarenda reached Norfolk on 14 January 1905. Late in the month, the ship made another coaling trip to Puerto Rico before again going out of commission at Norfolk on 21 February 1905. At that time, the ship's Navy crew was removed; and, that afternoon, the vessel was placed in service with a merchant crew, Master J. W. Holmes in command. For the next three and one-half years, she provided collier service for the Navy along the Atlantic coast until inactivated at Norfolk on 6 October 1909.

Placed back in service as a U.S. Naval Auxiliary on 19 May 1910, Whitney L. Eisler, Master, *Abarenda* began preparing for service in the Far East. Departing Staten Island on 14 July 1910, she proceeded via the Suez Canal to the Philippine Islands, arriving at Cavite on 20 September to begin serving the warships of the Asiatic Fleet.

After the United States entered World War I, *Abarenda* was placed back in commission on 27 May 1917, Lt. Comdr. Harry M. Bostwick, USNRF, in command when her officers and crew were sworn into the Naval Auxiliary Reserve—in response to an order issued by the Navy Department on 7 May 1917 directing that naval auxiliaries, which had previously been manned by civilian officers and crews, be brought fully into the Navy and manned by Navy personnel.

With the exception of a short time in 1919 when she served as a station ship at Samoa, the collier—designated AC-13 on 17 July 1920—remained on duty with the Asiatic Fleet for the remainder of her career. It was in the twilight of her naval career that the ship took part in humanitarian relief in the wake of the devastating earthquake that occurred in Japan in September 1923.

The first word received in the Asiatic Fleet was at 1100 on 2 September, through a telegram to a Japanese newspaper in Dairen, Manchuria, where a detachment of the Fleet had been sent for liberty purposes. Admiral Edwin A. Anderson, the Commander in Chief, Asiatic Fleet, immediately set the wheels in motion to offer relief to the stricken land. As part of the movement to gather supplies, *Abarenda* received orders on 5 September to load non-perishable stores and medical supplies at Hankow, China, and proceed immediately to Japanese waters. Ultimately reaching Yokohama on 18 September, the ship remained there for several days unloading, retained there temporarily to assist the American Embassy and the Red Cross in the distribution of relief supplies.

A short time later, on 18 January 1924, *Abarenda's* duties were changed when she became the receiving ship at Cavite and was assigned to the 16th Naval District; still later that year, she was reclassified as a miscellaneous auxiliary, and was redesignated AG-14 on 1 July 1924. Reassigned to the Asiatic Fleet, proper, in November 1924, the ship spent the remainder of her career engaged in carrying supplies, mail, and men from Cavite to the ships operating along the coasts of China and Japan.

Decommissioned on 21 January 1926, *Abarenda* was simultaneously struck from the Navy list. She was sold on 28 February 1926 at Cavite to S. R. Paterno.

II

(IX-131: dp. 19,410 (f.); l. 453'0"; b. 56'0"; dr. 25'6" (f.); s. 10.2 k.; cpl. 120)

In anticipation of her acquisition by the Navy, SS *Acme*—a tanker built for the United States Shipping Board in 1916 at San Francisco, Calif., by the Union Iron Works—was renamed *Abarenda* on 3 November 1943 and simultaneously classified IX-131; purchased by the Navy on 26 February 1944; and commissioned on 18 April 1944, Lt. Comdr. Benjamin F. Langland, USCGR, in command.

Abarenda was assigned to Service Squadron 10 as a floating

storage tanker. She served at Manus in the Admiralty Islands until 20 February 1945 when she headed for the Philippines. The tanker arrived at Leyte on 13 March and, for the remainder of the war, dispensed fuel to the warships of the 3d/5th Fleet.

Following the end of World War II, *Abarenda* fueled the ships supporting the occupation forces in the Far East and continued that duty until 28 February 1946 at which time she was decommissioned in the Philippines. Returned to the War Shipping Administration (WSA) that day, she was berthed with that organization's reserve fleet at Subic Bay. Her name was struck from the Navy list on 20 March 1946, and she resumed the name SS *Acme* while in the WSA reserve fleet. On 3 March 1948, she was sold to the Asia Development Corp. for scrapping.

Abatan

A river located in the southwestern part of Bohol Island in the Philippines.

(AW-4: dp. 22,350; l. 523'6"; b. 68'; dr. 30'10"; s. 15.1 k.; cpl. 265; a. 1 5", 4 40mm.; cl. *Pasig*; T. T2-SE-A2)

Mission San Lorenzo was laid down under a Maritime Commission contract (MC hull 1827) on 9 June 1944 at Sausalito, Calif., by the Marinship Corp.; renamed *Abatan* on 25 July 1944 in anticipation of her acquisition by the Navy and simultaneously designated AO-92 for naval service as an oiler; launched on 6 August 1944; sponsored by Mrs. John A. McCone; transferred to the Navy on 28 November 1944 at the Mare Island Navy Yard, Vallejo, Calif.; converted there for naval service; completed as a distilling ship; redesignated AW-4 on 24 August 1944; and placed in commission on 29 January 1945, Lt. Comdr. E. Norman Eriksen in command.

Late in February, the new distilling ship got underway for shakedown training off the coast of southern California. She left the continental United States on the 28th and shaped a course for the Western Caroline Islands. After pausing en route at Eniwetok, *Abatan* reached Ulithi on 21 March and remained there for more than six months providing potable water to various types of landing craft, patrol vessels, and escort ships. During this period of her service, Japan capitulated in mid-August.

The ship sailed for Okinawa on 1 October, and stopped en route at Samar, Philippine Islands, to take on fresh water before continuing on to the Ryukyus. She reached her destination on 11 October and began issuing water to various fleet units. The ship left Okinawa on 15 November and set a course for Shanghai, China. She touched at that port on the 18th and remained stationed there through April 1946. The vessel left Chinese waters on 2 May and sailed via Okinawa to the Marshalls.

Abatan reached Eniwetok on 31 May and assumed duties in connection with Operation "Crossroads," a series of tests conducted to determine the effects of atomic explosions upon warships. She was involved in this project until 27 June, when she weighed anchor and got underway for Kwajalein. The distilling ship arrived there the next day and remained in port providing potable water through 17 July. She then commenced a voyage to the east coast of the United States.

The vessel visited Pearl Harbor, Hawaii, in late July; transited the Panama Canal; reported to the Atlantic Fleet in mid-August; and then proceeded to Philadelphia, Pa. She arrived there on 20 August and entered a preinactivation availability. *Abatan* was placed out of commission, in reserve, on 27 January 1947 and was berthed at Philadelphia. Her name was struck from the Navy list on 1 July 1960, and the ship was transferred to the Maritime Administration for layup in the James River. *Abatan* was reacquired by the Navy and reinstated on the Navy list on 27 September 1962 for use as a backup fresh water storage ship at the Naval Base, Guantanamo Bay, Cuba. She was again struck from the Navy list on 1 May 1970 but was retained as a hulk for storing water at Guantanamo Bay. Late in 1979, all desirable equipment was removed from the hulk which was used as a target to destruction early in 1980.

Abbot

Joel Abbot was born on 18 January 1793 in Westford, Mass. He was appointed a midshipman on 18 June 1812 and served with distinction during the War of 1812.



Abatan (AW-4) anchored at Guantánamo Bay, 12 June 1978. Note that she still retains her guns in this photograph taken by Photographer 1st Class Leonard H. Sallions. (KN-26984)

In 1852, he was chosen by Commodore Matthew C. Perry to command the frigate *Macedonian*, one of the ships in Perry's expedition to Japan. During this journey, Abbot visited the Japanese, Bonin, and Philippine Islands, as well as Formosa. Upon Perry's return to the United States, Abbot assumed command of the squadron. Commodore Abbot died of malaria on 14 December 1855 at Hong Kong.

I

(DD-184: dp. 1,306; l. 314'4½"; b. 30'11¼"; dr. 9'3⅝"; s. 33.2 k.; cpl. 122; a. 4 4", 2 3", 12 21" tt.; cl. *Wickes*)

Abbot (DD-184) was laid down on 5 April 1918 by the Newport News Shipbuilding & Drydock Co., Newport News, Va.; launched on 4 July 1918; sponsored by Miss Louise Abbot, great granddaughter of Commodore Abbot; and commissioned on 19 July 1919, Lt. Comdr. W. N. Richardson, Jr., in command.

Based at Norfolk, Va., the destroyer operated along the east coast and in the Gulf of Mexico and the Caribbean, especially in Cuban waters. The destroyer was placed out of commission at the Philadelphia Navy Yard on 5 July 1922.

After being laid up for almost two decades, *Abbot* was recommissioned on 17 June 1940 and patrolled along the east coast until going out of commission once more at Halifax, in Nova Scotia, on 23 September 1940 to be transferred to England under terms of the agreement by which the United States exchanged 50 overage destroyers for bases on British colonial territory in the Atlantic. *Abbot* was struck from the Navy list on 8 January 1941.

Renamed *Charlestown*, the destroyer was assigned to the 17th Destroyer Division and arrived at Belfast, Ireland, on 8 October. She took part in several minelaying operations along the west coast of Scotland. In September 1943, *Charlestown* was allocated to the Rosyth Escort Force to escort convoys along the east coast of Great Britain.

Charlestown was damaged in a collision with steamer *Florizel* off Harwich, England, in December 1944. Due to her age, it was decided not to repair her, and the destroyer was placed in reserve at Grangemouth, Firth of Forth. *Charlestown* was decommissioned on 15 January 1945 and was eventually scrapped.

II

(DD-629: dp. 2,050; l. 376'6"; b. 39'7"; dr. 13'9"; s. 35.2 k.; cpl.

329; a. 5 5", 10 40mm., 7 20mm., 10 21" tt., 6 dp., 2 dct.; cl. *Fletcher*)

The second *Abbot* (DD-629) was laid down on 21 September 1942 at Bath, Maine, by the Bath Iron Works; launched on 17 February 1943; sponsored by Mrs. Grace Abbot Fletcher, the granddaughter of Commodore Joel Abbot; and commissioned at the Boston Navy Yard on 23 April 1943, Comdr. Chester E. Carroll in command.

The destroyer completed outfitting at Boston by 13 May when she reported to the Commander, Destroyers, Atlantic Fleet, for shakedown training. She conducted her initial training out of Casco Bay, Maine, until 18 June and, during the next three months, served as an escort for larger warships conducting their own shakedown cruises. On 10 September, *Abbot* departed the New England coast bound for the western Pacific. She transited the Panama Canal on 16 September and, after a brief stop at San Diego, resumed her voyage west on the 28th. The warship arrived in the Hawaiian Islands early in October and began additional training. However, a collision with aircraft carrier *Cowpens* (CV-25) on 18 October forced her into the Pearl Harbor Navy Yard for a repair period lasting almost three months. *Abbot* finally returned to sea on 10 December and briefly resumed training.

In mid-December, the destroyer stood out of Pearl Harbor, bound for the Ellice Islands, and arrived at Funafuti on the day after Christmas. Training and upkeep occupied her time through the early days of January 1944. Later that month, *Abbot* became a unit of Task Group (TG) 50.15, the so-called Neutralization Group attached to Task Force (TF) 58 for the occupation of the Marshall Islands. The assignment of that task group—carried out between 29 January and 17 February—was to cut off bypassed Wotje and Tarao and to prevent enemy troops and warplanes there from supporting the Japanese garrisons at Majuro, Kwajalein, and Eniwetok. *Abbot* joined cruisers *Chester* (CA-27), *Salt Lake City* (CA-25), *Pensacola* (CA-24), and five other destroyers in frequent shore bombardments of the two atolls to keep troops occupied and planes grounded. She continued to perform that duty until 12 February at which time she began patrolling between Majuro and Kwajalein.

By the middle of March, the destroyer had been reassigned to the southwestern Pacific where she carried out convoy escort duty between the southern Solomons and the New Guinea ports of Milne Bay and Cape Sudest. In mid-April, she became an element of the screen of TG 78.2, an escort carrier group built



Abbot (DD-629) leaves Philadelphia Naval Shipyard, 6 November 1951, following modernization. Her main battery of 5-inch dual-purpose guns has been cut from five to four, and modern twin 3-inch mounts have replaced the quadruple and twin 40-millimeter guns. Three of these mounts can be seen: two amidships and one atop the after deckhouse. Also note tripod foremast and covered "hedgehogs" aft of Mount 52. (NH 96644)

around *Coral Sea* (CVE-57), *Corregidor* (CVE-58), *Manila Bay* (CVE-61), and *Natoma Bay* (CVE-62). The destroyer helped to protect the escort carriers from possible Japanese air and submarine attacks, while they launched their planes to provide close support for troops landing at Aitape and Hollandia on the northern coast of New Guinea. TG 78.2 ended that mission on 5 May, but *Abbot* remained with the escort carrier group until 7 May, when she and several other ships shaped a course for the New Hebrides Islands. She reached Espiritu Santo on 12 May.

For the next four weeks, *Abbot* received routine maintenance and conducted training evolutions out of Espiritu Santo. Early in June, the destroyer headed back toward the Central Pacific in company with escort carriers and other destroyers. They stopped at Kwajalein in the Marshalls to make final preparations for the assault on Saipan. On 12 June, she stood out of Kwajalein lagoon in company with TG 53.7, the Carrier Support Group built around escort carriers *Sangamon* (CVE-26), *Suwannee* (CVE-27), and *Chenango* (CVE-28). The task group arrived in the Mariana Islands on 16 June. While the air groups of the three carriers provided close air support for the assault troops—first, at Saipan and, later at Guam—*Abbot* and her sister ships in the screen again protected the carriers from enemy air and submarine forces. She and her charges remained with the invasion force throughout the decisive Battle of the Philippine Sea in which TF 58 shattered the remnants of Japanese naval air power. About a week later, on 26 June, she and *Hale* (DD-642) joined forces to splash a Mitsubishi G4M "Betty" twin-engine bomber. Through the month of July, *Abbot* continued to shepherd the carriers while their aviators struck targets on Saipan and Guam in support of the American invasion troops.

Early in August, *Abbot* returned to Pearl Harbor for repairs, relaxation, and training. On the 28th, she began preparing for another amphibious operation. She concluded that training during the second week in September and departed Hawaii on the 15th headed for the western Pacific. Steaming via Eniwetok, she arrived at Manus in the Admiralty Islands on 3 October. She resumed training at Manus until the 14th when she got underway with the transport screen bound for the invasion of the Philippines at Leyte. She arrived off the beaches of that island on 20 October and began providing antiaircraft and antisubmarine protection for the transport area. Though the group to which she was attached came under sporadic air attack that day, only one intruder approached near enough to *Abbot* for her to open up with her antiaircraft battery. However, that twin-engine bomber

was splashed by gunfire from other ships of the group. That night, *Abbot* assisted the troops ashore with night illumination and harassing fire on enemy lines near Dulag.

On the morning of 21 October, *Abbot* retired from Leyte to escort a group of transports to Hollandia. She arrived at that New Guinea port on 26 October and remained there until 2 November when she returned to sea with a group of transports bound for Morotai in the northern Molucca Islands of the Netherlands East Indies (now part of Indonesia). She arrived at Morotai three days later and remained there for five days. During her stay at Morotai, the enemy staged frequent night air raids on the Morotai airfield but left the ships in the anchorage unmolested. However, this pattern changed after she departed the island with a Leyte-bound task group. As the group approached the Philippines, Japanese land-based air began intermittent day and night attacks. On the 13th, a Nakajima B6N "Jill" single-engine torpedo bomber launched a torpedo in the midst of *Abbot's* formation but failed to score a hit. *Catskill* (LSV-1) repaid this impertinence by splashing the enemy plane some 1,000 yards ahead of *Abbot*. After several days at anchor off Dulag—during which time she claimed to have damaged an Aichi D4Y "Judy" single-engine dive-bomber with her 5-inch battery—*Abbot* got underway for Hollandia on 24 November. She arrived at that New Guinea port on the 29th and remained there almost one month. Two days before Christmas 1944, the destroyer weighed anchor for the Philippines in company with a small cargoman and remained at Leyte through the end of the year and into 1945.

Provisioning and upkeep complete, *Abbot* put to sea on 2 January 1945 with TG 77.4, the Escort Carrier Group for the invasion of Luzon at Lingayen Gulf. Within that task organization, she was assigned to the screen of Rear Admiral Felix B. Stump's San Fabian Carrier Group. During the voyage from Leyte to Lingayen, the formation came under increasingly intense air attacks by the kamikaze corps. On 4 January, one suicider succeeded in crashing into *Ommancey Bay* (CVE-79) and damaged that escort carrier so badly that she was abandoned and sunk by a torpedo from destroyer *Burns* (DD-588). On 6 January, the Support Carrier Group divided into its constituent units, the Lingayen and San Fabian groups. *Abbot* continued to provide antisubmarine and antiair protection to the San Fabian group while aircraft from its carriers carried out prelanding bombing and strafing missions and, after the 9th, supported the invasion troops in their struggle to wrest the island from the Japanese. That duty—as well as support for the secondary landings at San

Felipe and Nsugbu—lasted until 31 January. At that time, *Abbot* departed Lingayen Gulf in company with the carriers and headed for Mindoro.

After a week of duty at Mangarin Bay, Mindoro, *Abbot* set a course for Subic Bay in the screen of the carriers. From that base, she joined the carriers in supporting the assaults on the islands in Manila Bay—Corregidor, El Fraile, Carabao, and Caballo. *Abbot* herself destroyed a number of mines around Corregidor and captured three Japanese who attempted the swim from Corregidor to Bataan. After the 15 February paratroop landing on Corregidor, the destroyer provided call fire and night illumination fire.

On 17 February, she returned to Subic Bay for a week of replenishment and upkeep before sailing for Palawan on the 24th. In company with cruisers *Denver* (CL-58), *Cleveland* (CL-55), *Montpelier* (CL-57), and three other destroyers, *Abbot* steamed up to support elements of the Army's 41st Infantry Division's assault on Puerto Princesa—the main port on Palawan. No gunfire from the warships was necessary, however, and they headed back to Subic Bay later that day. *Abbot* remained at Subic Bay in an upkeep status until 4 March when she joined another cruiser-destroyer force for the assault on Zamboanga, Mindanao. There, she acted as fire-support ship for the minesweepers as well as for the troops ashore. On 11 March, she patrolled near Basilan Island—located to the south of Zamboanga Peninsula—and destroyed enemy barges with gunfire. The following day, *Abbot's* unit completed its mission at Mindanao, headed back to Luzon, and arrived back at Subic Bay on 17 March.

After a week of upkeep and logistics there, the warship resumed missions in support of the occupation of the remaining Japanese-held Philippine Islands. On 24 March, she stood out of Subic Bay with a cruiser destroyer force on its way to help liberate Cebu in the Visayas subgroup. Two days later, she opened fire in the prelanding bombardment at beaches some four miles west of Cebu City. The troops went ashore around 0830 and the warships then shifted to call fire and harassing fire. From there, she proceeded to San Pedro Bay, Leyte, escorting a mixed group of LCM's and LCI's. After her arrival at San Pedro Bay, she remained there for the rest of March undergoing a tender availability. Through most of April, the destroyer was attached to the Commander, Philippine Sea Frontier, for whom she conducted a series of missions carrying mail and passengers.

On 24 April, she was returned to the operational control of the Commander, 7th Amphibious Force. She moved to Cebu harbor where she served standby duty as fire-support ship for the Americal Division. That assignment proved relatively uneventful until the first week in May. On 3 May, she took under fire a group of houses on Nailon Point near Tobagan village, Cebu, rumored to harbor a concentration of Japanese troops. From there, *Abbot* moved along the coast toward Cebu harbor, firing at targets of opportunity as she went. She repeated the mission three days later and then departed Cebu on 8 May. Staged through Mindoro, the destroyer participated in the landings at Macajalar Bay on the island of Mindanao. She participated in the preparatory shore bombardment early on the 10th though it later proved to have been unnecessary when the assault troops encountered absolutely no Japanese. The ship remained in the neighborhood until the 14th to be on hand should her guns be needed. On that day, she shaped a course back to San Pedro Bay and spent the next three weeks engaged in patrols and escort missions in the southern Philippines. She concluded her Philippine service with a 10-day tender availability at Leyte.

On 12 June, the warship reported for duty with the 3d Fleet and was assigned to duty with the fast carriers in the screen of TG 38.3. Her task group departed Leyte Gulf on 1 July bound for an operating area just to the east of the Japanese home islands, and *Abbot* steamed out with them. While the carriers' aircraft rained death and destruction on the enemy's homeland, the destroyer joined the other escorts in protecting their mobile bases from air and submarine attack. However, on two occasions, *Abbot* also got in her own licks. Just after noon on 14 July, TG 34.8.1, a special force—comprised of *South Dakota* (BB-57), *Indiana* (BB-58), *Massachusetts* (BB-59), *Quincy* (CA-71), *Chicago* (CA-136), *Abbot*, and eight other destroyers—was detached from the TF 38 screen and closed the shores of northern Honshu near the city of Kamaishi. During six bombardment passes, the force lobbed over 2,300 shells of various calibers into the Japan Iron

Works plant located there. A second and similar mission brought TG 34.8.1 back to the shores of Honshu at Hamamatsu on the 29th. Otherwise, *Abbot* served in the screen of TF 38.

On 8 August, the destroyer was shifted to TG 35.4 consisting of a cruiser division and a squadron of destroyers. Their assignment was to investigate surface targets reported some 63 miles from the main formation. While she was forming up at 32 knots, her starboard propeller and a portion of her tail shaft broke off just forward of the after strut bearing. The damages forced her to rejoin the main force though she remained seaworthy, capable of 23 knots, and able to maintain station in formation. The following day, when nearby destroyer *Borie* (DD-704) suffered a kamikaze hit, *Abbot* rendered assistance and escorted her to a rendezvous with hospital ship *Rescue* (AH-18) to evacuate casualties and thence to Saipan for repairs. The ships arrived at Saipan on 17 August, two days after the cessation of hostilities. There, *Abbot* herself entered drydock where her damage was found to be sufficiently serious to warrant her retiring, via Hawaii, to the Puget Sound Navy Yard. She arrived in Bremerton, Wash., early in September. After repairs, she reported to the Commander, San Diego Group, Pacific Reserve Fleet, for inactivation. *Abbot* was placed out of commission on 21 May 1946 and was berthed at San Diego.

Abbot spent almost five years in the Reserve Fleet, before the outbreak of hostilities in Korea in the summer of 1950 brought a need for more active ships in the Fleet. Though recommissioned on 26 February 1951, the destroyer spent the next three months at the Mare Island Naval Shipyard undergoing alterations and modernization. On 1 June, she put to sea, bound for her first operational assignment since returning to active service. Instead of Korea, however, the east coast of the United States proved to be her destination. Later that month, she transited the Panama Canal and arrived in her new home port, Newport, R.I. For the remainder of 1951, the destroyer underwent repairs at the Philadelphia Naval Shipyard followed by refresher training out of Guantanamo Bay, Cuba. She spent the first three months of 1952 preparing for her first deployment to the Mediterranean Sea with the 6th Fleet. That assignment began in April and ended with her return to Newport in October. *Abbot* spent the next 19 months operating out of Newport engaged in training evolutions—antisubmarine warfare exercises, independent ship's exercises, and refresher training.

On 1 June 1954, the destroyer departed Newport in company with Destroyer Division (DesDiv) 242 on what proved to be a seven-month circumnavigation of the globe. Steaming via the Panama Canal, San Diego, Oahu, and Midway, she joined the 7th Fleet at Yokosuka, Japan, and operated in the South China Sea and in the Taiwan Strait until October. On 18 October, she headed back to the United States, via the Indian Ocean, the Suez Canal, the Mediterranean Sea, and the Atlantic Ocean, making numerous port calls along the way. The destroyer arrived back at Newport on 18 December 1954 and remained in the Newport area through January 1955. In February and March of that year, the warship participated in the annual "Springboard" exercise conducted near Guantanamo Bay, Cuba. She returned to Newport in March and began normal operations—Independent ship's exercises and hunter/killer antisubmarine warfare exercises—out of her home port. Save for a three-week midshipman cruise to St. Johns, Newfoundland, in August, she busied herself with normal operations for the remainder of the year.

Early in 1956, *Abbot* entered the Boston Naval Shipyard for a 19-week repair period. Leaving the yard on 19 May, the destroyer conducted refresher training in Cuban waters through most of June. In July, she was reassigned to Destroyer Squadron (DesRon) 10 along with her entire division, DesDiv 242, which became DesDiv 102. The warship spent the period from September to November either alongside a tender or in the Boston Naval Shipyard undergoing preparations for a deployment to the Mediterranean. That assignment began in November 1956 and lasted until February 1957. The destroyer returned to Newport on 22 February and, after an availability period, resumed normal exercises and type training. That summer, she made a two-month midshipman cruise that took her to Rio de Janeiro and to the West Indies. In the fall, *Abbot* participated in Operation "Strikeback," a NATO exercise conducted in the northeastern Atlantic. During that mission, she made port visits to Belfast in Northern Ireland and to Chatham, England. Upon her

return to the New England coast late in October, the ship resumed type training and exercises out of Newport and continued such duty for the rest of 1957.

On 15 January 1958, *Abbot* entered the Boston Naval Shipyard for her regular overhaul. After three months of repairs and modifications, she spent another month conducting refresher training out of Guantanamo Bay, Cuba. She then returned to Newport where she spent June and the first week of July. On 11 July, she stood out of Newport bound for Annapolis, Md., where she embarked Naval Academy midshipmen for their summer cruise. Not long thereafter, President Chamoun of Lebanon—whose country had been gripped by steadily intensifying civil strife—requested United States help in restoring order. Forces already in the Mediterranean were dispatched to his aid. *Abbot* and the rest of DesRon 10 escorted amphibious forces to Vieques Island and, after a stop at San Juan in Puerto Rico, headed across the Atlantic to bolster those units. She made brief stops at Gibraltar and Naples before joining TF 66—the 6th Fleet fast carrier force—off the Levantine coast. Two weeks later, she anchored at Beirut, the Lebanese capital, to serve as gunfire support ship for the Marine Corps and Army troops operating ashore. By the end of summer, the crisis had subsided, and *Abbot* took up routine 6th Fleet duty until returning to Newport on Veterans Day 1958.

Her return to Newport brought a resumption of hunter/killer exercises in New England coastal waters. On 1 May 1959, the destroyer was transferred from DesRon 10 to Escort Squadron (CortRon) 14 as the squadron flagship. Her mission, however, remained antisubmarine warfare though in a more defensive rather than offensive mode. Later that month, she began an overhaul at the Boston Naval Shipyard. She completed repairs at the end of the summer and spent the month of September engaged in refresher training near Guantanamo Bay and at Culebra Island, Puerto Rico. In October, she returned north to Newport and resumed her antisubmarine warfare exercises.

That employment occupied her for the remainder of 1959 and throughout 1960. In September of 1961, *Abbot* became the school ship for the Destroyer Officer's School located at Newport. Her routine of service along the east coast and in the West Indies training naval officers in their future duties on board destroyer-type warships was broken twice in 1962. In August, she was ordered to Guantanamo Bay where she served as a base defense ship during disorders in Haiti. Then, in October, she participated in operations enforcing the quarantine of Cuba established by President Kennedy after he learned that Soviet offensive missiles had been based on that island. She was released from that duty in mid-November and returned to Newport on the 24th to resume her training missions.

Abbot continued her role as a training platform for prospective destroyer officers until April 1964. On the 14th, she departed Newport for Philadelphia for her last active duty assignment. At Philadelphia, she served as a Naval Reserve training ship for almost a year and as flagship for Reserve Destroyer Squadron 30. She was decommissioned on 26 March 1965 at Philadelphia and, for the next decade, was berthed with the Philadelphia Group, Atlantic Reserve Fleet.

Struck from the Navy list on 1 December 1974, she was sold for scrapping to the Boston Metals Company of Baltimore, Md., in August 1975.

Abbot earned eight battle stars for her World War II service.

Abel P. Upshur

Abel Parker Upshur—born on 17 June 1791 in Northampton County, Va.—was admitted to the Virginia bar in 1810 and practiced law in Richmond. He served in the state House of Delegates from 1812 to 1813 and again from 1825 to 1827. From 1826 until 1841, Upshur was a member of the supreme court of Virginia.

In September 1841, Upshur was appointed Secretary of the Navy by President John Tyler. He held that position until 23 July 1843, when he succeeded Daniel Webster as Secretary of State. On 28 February 1844, Upshur accompanied a party of distinguished persons down the Potomac River in screw steamer *Princeton* to witness some experiments in firing a new iron gun of unusual size. On the return trip, the gun was fired a third time and exploded, killing Secretary Upshur and five others and wounding several more on board.

(DD-193: dp. 1,308; l. 314'41/2"; b. 30'11 1/2"; dr. 9'4"; s. 35.18 k.; cpl. 122; a. 4 4", 1 3", 12 21" tt.; cl. *Clemson*)

Abel P. Upshur (DD-193) was laid down on 20 August 1918 at Newport News, Va., by the Newport News Shipbuilding & Drydock Co.; launched on 14 February 1920; sponsored by Mrs. George J. Benson, great-great niece of Secretary Upshur; and commissioned at the Norfolk Navy Yard on 23 November 1920, Lt. Vincent H. Godfrey in command.

Following her commissioning, the destroyer was assigned to Destroyer Division 37, Squadron 3, Atlantic Fleet. She cruised along the east coast, taking part in fleet exercises and maneuvers. The ship was placed out of commission at the Philadelphia Navy Yard on 7 August 1922.

Abel P. Upshur assumed duties at the Washington Navy Yard in March 1928 as a training ship for Naval Reserve personnel from the District of Columbia and continued this routine until 5 November 1930, when the ship was transferred to the Treasury Department. Her name was then struck from the Navy list. The ship served the Coast Guard helping to prevent the smuggling of liquor into the United States.

Abel P. Upshur was returned to Navy custody on 21 May 1934 but was laid up at Philadelphia until 4 December 1939, when she was again placed in commission and assigned to the Atlantic Squadron. The ship operated along the east coast on neutrality enforcement patrols.

On 9 September 1940, *Abel P. Upshur* was decommissioned at Halifax, Nova Scotia. The vessel was transferred to Great Britain under an agreement by which the United States exchanged 50 overage destroyers for bases on British colonial territory in the Atlantic. Her name was struck from the Navy list on 8 January 1941.

The destroyer was renamed *HMS Clare* and commissioned by the British on 9 September 1940. She was assigned to the 1st "Town-class" Flotilla and arrived at Belfast, Ireland, on 26 September. *Clare* joined Escort Group 7 and escorted transatlantic convoys. On 20 February 1941, she rescued the crew of the sinking British steamship *Rigmor*. In the early hours of the 21st, the destroyer collided with the motor vessel *Petertown* and suffered some damage.

After undergoing repairs at Plymouth, England, between March and October, *Clare* resumed convoy duty with Escort Group 41, Western Approaches Command.

In the fall of 1942, the destroyer took part in the landings of the invasion of North Africa Operation "Torch." As a member of the Eastern Naval Task Force, she covered landings near Algiers. On 12 November 1942, the destroyer attacked a German U-boat in waters north of Oran, Algeria, and claimed to have sunk the enemy vessel. *Clare* left Gibraltar on 17 November 1942, returned to Great Britain, and resumed transatlantic convoy duty.

In July 1943, the ship participated in the invasion of Sicily. She entered drydock at Cardiff, Wales, in September of that year, returned to action in May 1944, and served as a target ship for aircraft in the Western Approaches Command. In August 1945, *Clare* was reduced to reserve at Greenock, Scotland.

Abele

A white poplar tree.

(AN-58: dp. 785; l. 168'6"; b. 33'10"; dr. 10'10"; s. 12.3 k.; cpl. 46; a. 1 3", 3 20mm.; cl. *Bitterbush*)

Abele (AN-58) was laid down on 8 January 1943 at New Bern, N.C., by the Barbour Boat Works; launched on 19 August 1943; sponsored by Mrs. G. B. Waters; and commissioned at Morehead, N.C., on 2 June 1944, Lt. Comdr. J. H. Bloodworth in command.

Following brief shakedown training out of Norfolk, Va., and Boston, Mass., the net laying ship sailed on 11 August for the Pacific. She made stops at Guantanamo Bay, Cuba; the Panama Canal Zone; Manzanillo, Mexico; and San Diego, Calif. On 27 September, she reached Pearl Harbor and reported to Commander, Minecraft, Pacific Fleet, who assigned her to target towing and net defense duty.

On 24 January 1945, *Abele* left Pearl Harbor, bound for Iwo Jima. After sailing via Eniwetok and Guam with Task Group 51.5, the ship arrived off Iwo Jima on 20 February and began laying a torpedo net. She remained in the area for eight days

laying nets and fleet moorings before getting underway on the 28th and heading for Saipan to prepare for the upcoming Okinawa invasion.

After a brief period spent in the Leyte Gulf staging area, *Abele* arrived off Kerama Retto on 26 March to begin laying net defenses. Although she was attacked by Japanese suicide boats and aircraft during the next seven weeks, she suffered no damage. On 18 April, the ship assisted in the downing of one enemy airplane. On 12 May, she sailed to Nagagusuku Wan, Okinawa, and assisted in laying five miles of heavy antitorpedo nets across the harbor entrance. She also claimed credit for downing one Japanese "Val" on 11 June.

Abele was ordered to Tinian on 5 August to recover the antitorpedo net located there. Following the formal Japanese surrender early in September, the ship got underway to return to the west coast of the United States. She reached San Francisco, Calif., in late November. *Abele* was decommissioned on 1 March 1946; her name was struck from the Navy list on 28 March 1946; and the vessel was transferred to the Maritime Commission for disposal on 7 May 1947.

Abele won one battle star for her World War II service.

Abele, Mannert L. see Mannert L. *Abele* (DD-733)

Abeona

A goddess cultivated in the Roman Republic and to whom families entrusted their children.

(StwStr: t. 206; l. 157'; b. 31'; dph. 4'; a. 2 30-pdr. P.r., 2 74-pdr. sb., 2 12-pdr. r.)

Abeona—a stern wheel steamer built in 1831 at Pittsburgh, Pa.—was purchased by the Navy on 21 December 1864 at Cincinnati, Ohio; converted to a so-called "tinclad" gunboat at Mound City, Ill., and commissioned there on 10 April 1865—the day after General Robert E. Lee surrendered in Virginia—Acting Master Samuel Hall in command.

From that day, the gunboat performed patrol and guard duty on the Mississippi River and its tributaries—primarily in the Mississippi Squadrons Fifth (the Mississippi between Natchez and Vicksburg) and the Tenth (the Cumberland and Upper Ohio) Districts. After all organized Confederate resistance ceased and the South had begun its painful and uncertain return to a peaceful way of life, *Abeona* was decommissioned, at Mound City, on 4 August 1865.

She was sold there on 11 August 1865 to J. A. Williamson *et al* and was redocumented under the same name on 17 October 1865. The veteran stern wheeler operated on the Mississippi and its branches until she caught fire at Cincinnati on 7 March 1872 and was destroyed.

Abercrombie

William Warner Abercrombie—born in Medford, Oreg., on 24 July 1914—enlisted in the Naval Reserve as a seaman 2d class at Kansas City, Kansas, on 27 August 1940. After undergoing elimination flight training at the Naval Reserve Aviation Base, Kansas City, from 16 September to 5 October, Abercrombie received an honorable discharge the day before Christmas, 1940, to accept an appointment as an aviation cadet, USNR, on 27 December. Three days later, the fledgling flyer arrived at the Naval Air Station (NAS), Pensacola, to begin his formal flight training.

Abercrombie underwent further instruction at NAS, Miami, before he won his wings on 10 July 1941. Shortly thereafter, after receiving his ensign's stripe on 4 August 1941, he arrived at NAS, Norfolk, for temporary duty. There he joined Torpedo Squadron (VT) 8, established at NAS, Norfolk, on 2 September 1941 under the command of Lt. Comdr. John C. Waldron.

Comprising part of the air group of the aircraft carrier *Hornet* (CV-8), VT-8 trained under its veteran commanding officer during the waning weeks of peace. The squadron remained as one unit until February 1942, two months after the Japanese attack on the Pacific Fleet at Pearl Harbor that threw the United States into global war, when it was divided into two groups—one that

remained ship-based under Waldron, one that traveled to the Grumman aircraft plant on Long Island to take delivery of new aircraft. Abercrombie—nicknamed "Abbie" by his squadron-mates—remained with the former.

"Torpedo 8" operated from *Hornet* as the ship sailed from the Atlantic to the Pacific, via the Panama Canal, from February to March. During the westward voyage toward the Japanese homeland occasioned by the Halsey-Doolittle mission in the spring of 1942, VT-8's Douglas TBD-1 "Devastator" torpedo planes remained below on the hangar deck, sharing that space with *Hornet's* squadrons of dive and scout bombers and fighters—all available deck space on the flight deck taken up by the 16 North American B-25 bombers that would bomb Tokyo and other Japanese cities. Only after Doolittle's men had winged their way toward Nippon's sacred soil did *Hornet* have the ability to launch her own planes in her own defense. Later that spring, VT-8 voyaged with the ship as she proceeded toward the South Pacific in company with near-sister *Enterprise* (CV-6), arriving in the vicinity too late to participate in the Battle of the Coral Sea (4 to 8 May 1942) that began the reversal of Japanese fortunes in that theater of war.

Thus after months of training and patrols, the squadron still had not yet had a chance to test its skill in what it had been trained to do—carry out a torpedo attack on enemy ships. Late in May, however, after American cryptanalysts had pinpointed Japanese intentions on Midway, *Hornet* and *Enterprise*, together with their screening ships, proceeded toward that key atoll, joined later by *Yorktown* (CV-5) and her screen.

On the morning of 4 June 1942, after having given his men a relaxed routine of "no school and unnecessary work" on the first few days of the passage outward-bound from Pearl Harbor, Waldron led 15 TBD-1's, one piloted by Abercrombie, from *Hornet's* flight deck. He located the Japanese carrier force and although he knew full well that the planes had used up enough fuel to prevent their safe return to the ship, led them in on their torpedo runs. "Torpedo 8" pressed home a desperate and gallant attack in the face of "Zero" fighters and heavy anti-aircraft fire, but suffered grievously. All 15 planes were shot down. Of the thirty men manning them, only Ens. George H. Gay, Jr., USNR, survived. For his part in the gallant attack, Ens. Abercrombie received a Navy Cross, and a share of VT-8's Presidential Unit Citation, posthumously.

(DE-343: dp. 1,350; l. 306'0"; b. 36'7"; dr. 13'4"; s. 24.3 k.; cpl. 222; a. 2 5", 4 40mm., 10 20mm., 2 dct., 8 dep., 1 dep. (hh.), 3 21" tt.; cl. John C. Butler)

Abercrombie (DE-343) was laid down on 8 November 1943 at Orange, Tex., by the Consolidated Steel Corp.; launched on 14 January 1944; sponsored by Mrs. C. W. Abercrombie, mother of the late Ens. Abercrombie; and commissioned at her builder's yard on 1 May 1944, Lt. Comdr. Bernard H. Katschinski, USNR, in command.

The destroyer escort spent the first three weeks of May in the vicinity of Galveston, Tex., either at sea in the Gulf of Mexico testing her ordnance and equipment or in port receiving finishing touches in preparation for shakedown training. She conducted her shakedown cruise in the British West Indies late in May and early in June before putting into Boston on the 25th for post-shakedown repairs. Eleven days later, *Abercrombie* headed south to Norfolk where she stopped over on the night of 7 and 8 July. From there the warship took departure for Aruba, a Dutch island off the coast of Venezuela, and a transshipment and refining center for Venezuelan crude oil, in company with *Walter C. Wann* (DE-412), *Chepachet* (AO-78), and *Salamonie* (AO-26). *Abercrombie* and *Walter C. Wann* shepherded the two oilers into port at Aruba late in the evening of 15 July. Two days later after the oilers loaded cargo, the convoy put to sea again.

After seeing *Chepachet* and *Salamonie* safely to the Panama Canal, *Abercrombie* began two weeks of patrol and escort duty in the Caribbean Sea that ended on 1 August when she entered the canal. Following two days of liberty at Balboa, the destroyer escort got underway for San Diego where she arrived on the 11th. On 22 August, *Abercrombie* set sail for Hawaii, arriving at Pearl Harbor a week later. For three weeks, the warship conducted training exercises with escort carriers in the Hawaiian Islands before putting to sea on 19 September to escort *General W. F. Hase* (AP-146) to Manus in the Admiralty Islands.

Abercrombie and her charge entered Seeadler Harbor at Ma-

nus on 30 September. The destroyer escort remained there for two weeks. On 14 October, she returned to sea and joined the screen of an escort carrier task group on its way to provide close air support for the amphibious landings at Leyte in the Philippine Islands. After rendezvousing with a large convoy of amphibious ships and merchantmen off Hollandia on the northern coast of New Guinea, *Abercrombie's* group set course for the Philippines. The convoy arrived in Leyte Gulf on 20 October not long after the troops had made the initial landings. Leaving the reinforcement convoy in Leyte Gulf, *Abercrombie* escorted the small carriers to their operating area east of the Philippines.

For the next five days, the destroyer escort screened the carriers against submarine and air attack while their aviators supported the troops on Leyte with close support and interdiction sorties. While not actually engaged in any of the three phases of the Battle for Leyte Gulf fought on 24 and 25 October, *Abercrombie* was close enough for her crew to watch some portions of the phase known as the Battle off Samar on 25 October when a Japanese surface force of battleships, cruisers, and destroyers made a surface gun attack on the escort carriers, destroyers, and destroyer escorts of the northernmost elements of her Task Group (TG) 77.4.

After the excitement of 25 October, the warship spent the remainder of the month screening the escort carriers. She then headed back to Manus in the Admiralty Islands where she arrived on 3 November. *Abercrombie* remained at Manus for most of November, setting sail for the northern Solomons on the 28th. After amphibious landing exercises at Cape Torokina on Bougainville and at Huon Gulf, New Guinea, she returned to Manus to make final preparations for the invasion of Luzon.

On 27 December, the destroyer escort put to sea in company with a large group of amphibious ships. For the invasion of Luzon, *Abercrombie* served as the flagship for TG 79.9, Control Group "Able," of Vice Admiral Theodore S. Wilkinson's Task Force (TF) 79, the Lingayen Attack Force. Steaming northwest to Leyte Gulf thence through the Surigao Strait, she passed through the Mindanao Sea around the southern tip of Negros and turned north to transit the Sulu Sea. From that point on to Lingayen Gulf, Japanese aircraft and midget submarines harassed the invasion force. Though enemy aircraft sank several American warships and damaged a number of others, the combat air patrol (CAP) provided a fairly effective umbrella, and only a small percentage of the raiders succeeded in penetrating the aerial shield. As a consequence, *Abercrombie's* guns remained silent throughout the passage.

On the night of 8 and 9 January 1945, the destroyer escort entered Lingayen Gulf. Early on the morning of the 9th, she steamed in close to shore to take up station as a control ship for the amphibious craft. She anchored about 4,500 yards off the main assault beaches near the town of Lingayen. During the final preinvasion bombardment, *Abercrombie's* guns opened fire on the enemy for the first time when a kamikaze dived on *Columbia* (CL-56). In spite of the defensive efforts of the ships around the cruiser, the suicider succeeded in crashing *Columbia*, the third enemy plane to do so in as many days. Not long thereafter, *Abercrombie* turned to her primary mission as landing craft of the first assault waves formed up on her for the run to the beaches. For most of the morning, landing craft lined up under her direction before starting for the shore.

By 1100, the general lack of resistance on the beaches allowed the transports and cargo ships to move inshore to complete disembarking troops and unloading supplies and equipment. That development freed *Abercrombie* of control ship duties, and she steamed out to join the antiaircraft screen for empty transports awaiting the formation of convoys for the return voyage to rear area bases. That evening, the warship stood out of Lingayen Gulf in the screen of one such convoy and escorted it by way of Leyte to Biak in the Schouten Islands. From there, *Abercrombie* carried out another convoy escort mission, seeing troops and equipment safely to Mindoro in the Philippines. The destroyer escort then voyaged to Ulithi Atoll in the Western Carolines for two weeks of rest and relaxation. At the conclusion of that interlude, she returned to Leyte where she made preparations for and trained for the invasion of the Ryukyu Islands.

On 21 March, *Abercrombie* departed Leyte with TG 51.1 as part of the screen for the Western Islands Attack Group. That unit's assignment was to secure Kerama Retto, a group of small islands located to the west of the southern half of Okinawa, before the main assault for use as a fleet anchorage, replenish-

ment area, and temporary repair facility. Her unit, therefore, went into action in the Ryukyus a week before the majority of the invasion force. For five days, she provided antiaircraft and antisubmarine protection for the naval units supporting the subjection of that group of islets. On 1 April, attention shifted to the main objective when the landing force stormed ashore on Okinawa itself. *Abercrombie* spent another five days guarding the supporting ships against attack by Japanese submarines and planes.

She cleared the Ryukyu Islands on 5 April in company with Task Unit (TU) 51.29.4 and set a course for the Marianas. The destroyer escort stopped at Saipan from 9 to 11 April and then put to sea in company with *Mustin* (DD-413) bound for Ulithi. After spending the night of 12 and 13 April at Ulithi, *Abercrombie* sortied from the anchorage on the 13th with TG 55.8 for the return voyage to Okinawa.

Arriving back in the Ryukyus on 17 April, the destroyer escort spent the next two months performing a variety of services in support of the campaign to wrest Okinawa from the Japanese. During that period, antiair defense proved to be the most pressing problem. Enemy air power in the form of both suicide and conventional raids tested the Navy's endurance nearly to the limit. Ships such as *Abercrombie* patrolling the radar picket stations surrounding Okinawa provided early warnings of incoming air raids and bore the brunt of those onslaughts. The destroyer escort tangled with Japanese planes on at least 16 separate occasions, claiming two definite kills and two assists. When not standing watch on a radar picket station, *Abercrombie* conducted antisubmarine searches, rescued downed American airmen, and provided escort services to a variety of ships.

On 14 June, the warship departed the Ryukyus in company with TU 31.29.8, bound for the Marianas. She arrived at Saipan four days later and remained there, undergoing routine maintenance while her crew enjoyed some respite from the rigors of duty at Okinawa, until the end of the month. *Abercrombie* returned to sea on 1 July to proceed independently to Okinawa. She reached her destination on Independence Day 1945 but remained there only two days. On 6 July, she cleared the Ryukyus as a unit of TF 32 to join the 3d Fleet in its rampage through Japanese home waters. Over the ensuing three weeks, she screened the larger units of the fleet against a submarine threat that probably did not exist and sank mines. On 31 July, *Abercrombie* returned to Okinawa and resumed antiaircraft and antisubmarine defense duties for a week.

The warship took departure from Okinawa once again on 8 August and shaped a course for Leyte in the Philippines. She entered San Pedro Bay at Leyte on the 11th and commenced a nine-day maintenance period. *Abercrombie* stood out of San Pedro Bay on 20 August and headed back to Okinawa. She stayed in the vicinity of Okinawa from 23 August to 9 September and then embarked upon a voyage to escort occupation forces to Korea. She arrived in Jinsen (now Incheon), Korea, on the 15th and departed again on the 17th. The warship made a three-day stopover at Okinawa between 19 and 22 September and then headed for occupation duty in Japan. *Abercrombie* entered Wakanoura Wan, Honshu, on 24 September, and began six weeks of duty in support of the forces occupying Japan. On 4 November, the destroyer escort concluded her assignment in Japan and laid in a course for the United States. Steaming by way of Pearl Harbor, she entered port at San Pedro, Calif., on 21 November and began preparations for inactivation.

Early in 1946, *Abercrombie* was towed to San Diego where she was placed out of commission on 15 June 1946. Berthed with the San Diego Group, Pacific Reserve Fleet, the destroyer escort remained inactive there until sometime in the mid-1950's when she was moved to Bremerton, Wash. On 1 May 1967, her name was struck from the Navy list. In November, she was towed back to San Diego and, on 7 January 1968, the warship was sunk as a target by the guns, missiles, and aircraft of a task group built around *Bon Homme Richard* (CVA-31).

Abercrombie earned four battle stars during World War II.

Aberdeen

Soon after the United States entered World War I, the Navy inspected most privately owned American ships for possible acquisition. One such vessel, *Aberdeen*—a steel-hulled steam-

ship which had been built at Seattle, Wash., in 1912—was found to be suitable for naval service and was assigned the identification number, Id. No. 763. However, no record of her actual acquisition by the Navy has been found.

Abilene

A city in the state of Kansas.

(PF-58: dp. 2,100; l. 303'11"; b. 37'6"; dr. 13'8"; s. 20.3 k.; cpl. 176; a. 2 3", 4 40mm., 4 20mm., 2 dct., 8 dep.; cl. *Tacoma*; T. S2-S2-AQ1)

Bridgeport was laid down under a Maritime Commission contract (MC hull 1465) on 6 May 1943 at Superior, Wis., by the Globe Shipbuilding Co.; launched on 21 August 1943; sponsored by Mrs. Thomas F. Rogers; acquired by the Navy on 31 May 1944; renamed *Abilene* (PF-58) on 28 June 1944; and commissioned at New Orleans, La., on 28 October 1944, Lt. Comdr. Chester I. Steel, USCG, in command.

Following shakedown at Bermuda, *Abilene* steamed to Argentina, Newfoundland, where she joined the North Atlantic Weather Patrol. She operated on this station through May 1945, conducting weather observations and rendering navigational assistance to airplanes.

After a brief period of upkeep at Boston, Mass., *Abilene* assumed air-sea rescue duties in the Atlantic in June 1945. As a member of Task Group 24.5, the patrol vessel collected weather data while serving as a plane guard along the air routes between Europe and the United States.

Abilene was decommissioned at New Orleans on 21 August 1946. Her name was struck from the Navy list on 13 November 1946. The ship was sold to the government of the Netherlands on 5 May 1947.

Ability

I

(PYc-28: dp. 280; l. 133'; b. 21'6"; dr. 8'; s. 13 k.; cpl. 43; a. 1 20mm., 2 dct.)

On 12 March 1942, *Reomar IV*—a yacht built in 1926 by the Defoe Boat and Motor Works, Bay City, Mich.—was purchased by the Navy from R. E. Olds and renamed *Ability* (PYc-28). The vessel was converted for naval service by the Sturgeon Bay Shipbuilding & Drydock Co., Sturgeon Bay, Wis.; and commissioned on 28 September 1942, Lt. (jg.) Lloyd R. Walker in command.

After a brief period of shakedown training, *Ability* reported in November 1942 to Commander, Eastern Sea Frontier, and through the late autumn and winter performed patrol duty. Between March 1943 and September 1944, *Ability* was attached to the Fleet Sound School, Key West, Fla. There, she participated in antisubmarine warfare training exercises and carried out harbor guard duties.

The ship was decommissioned on 29 September 1944 and placed in an "in service" status for duty as a naval reserve training ship at Tompkinsville, N.Y. *Ability* was placed out of service on 19 September 1945 and was struck from the Navy list on 1 October 1945. She was turned over to the Maritime Commission for disposal on 18 May 1946.

II

(MSO-519: dp. 934; l. 190'; b. 36'; dr. 12'; s. 15 k.; cpl. 83; a. 1 40mm., 2 .50-cal. mg.; cl. *Ability*)

The second *Ability* (MSO-519) was laid down on 5 March 1956 at Sturgeon Bay, Wis., by Peterson Builders, Inc.; launched on 29 December 1956; sponsored by Mrs. Henry P. Williams; ferried to Boston—via the Great Lakes and the St. Lawrence River; fitted out at the Boston Naval Shipyard; and commissioned there on 4 August 1958, Lt. Comdr. W. L. Hough in command.

Following outfitting, the minesweeper put to sea on 28 August—bound for Charleston, S.C.—and, on the 29th, reported for duty with Mine Squadron (MinRon) 4. She remained at

Charleston until embarking upon her shakedown cruise on 17 September. The ship conducted that training out of Guantanamo Bay, Cuba, and returned to Charleston on 20 October. She served with Mine Division (MinDiv) 45, operating out of Charleston through the end of 1958 and the first six months of 1959. On 1 July 1959, she was transferred to MinDiv 85 as its flagship. *Ability* continued to operate out of Charleston, primarily in support of the Naval Mine Warfare School. She also occasionally provided support services to the Naval Ordnance Laboratory Test Facility located at Port Everglades, Fla., and to the Naval Mine Defense Laboratory at Panama City, Fla. When not engaged in those duties, she conducted independent ship's exercises and type training along the east coast and in the West Indies.

Ability served as a close recovery vessel in May 1961 during the "Freedom 7" space shot. For the last two months of 1962, she supported the quarantine of Cuba brought about by the siting of offensive Soviet missiles on that island. She began that duty patrolling the Windward Passage but concluded it as a harbor defense ship for the American base at Guantanamo Bay.

The year 1963 began normally for *Ability* with operations out of Charleston in support of the Naval Mine Warfare School and the Naval Mine Defense Laboratory. That autumn, however, she added a new dimension to her operations which would remain a facet of her service for the remainder of her career. Late in September, the minesweeper stood out of Charleston bound for the Mediterranean Sea and her first tour of duty with the 6th Fleet. On 5 October, she reported for duty with the Commander, 6th Fleet, at Rota, Spain. *Ability* spent the next four months conducting minesweeping exercises, supporting amphibious landing exercises, and visiting various Mediterranean ports. On 12 February 1964, she completed turnover ceremonies at Rota, shaped a course for Charleston, and arrived back in her home port on 1 March 1964.

For the remainder of 1964 and all of 1965, she conducted operations out of Charleston in support of the Naval Mine Defense Laboratory and made voyages along the east coast and to the West Indies to participate in various exercises and to engage in refresher training. Her highlight of 1965 came in December when she provided support services for the "Gemini 6" and "Gemini 7" space shots.

Early in 1966, *Ability* embarked upon another assignment with the 6th Fleet. In February, soon after her arrival in the Mediterranean, she participated in the search for an American nuclear device lost when two Air Force planes, a B-52 bomber and a KC-135 cargo plane, collided in midair. Otherwise, the deployment consisted of the usual exercises and port visits. *Ability* returned to Charleston on 13 July 1966 and resumed services to the Mine Defense Laboratory and the Mine Warfare School. That employment lasted until 11 May 1967, when she shaped a course for Montreal, Canada, to make a goodwill visit to the world's fair at that city, Expo '67. After also visiting Quebec, the minesweeper resumed her normal duties at Charleston on 9 June 1967. On 25 July 1968, *Ability* embarked upon her final Mediterranean cruise. The assignment lasted until late November and consisted of normal 6th Fleet operations—exercises, port visits, and Soviet ship surveillance missions. On 30 November, she departed Gibraltar bound for the United States. The minesweeper reentered Charleston harbor on 15 December and began a holiday leave and upkeep period. During 1969 and the first five months of 1970, *Ability* busied herself with normal east coast and West Indies operations.

In June of 1970, she was placed out of commission to undergo extensive repairs and modifications at Todd Shipyards Corp. in Brooklyn, N.Y. The contract for her rehabilitation, however, was terminated on 16 October 1970 as a result of Department of the Navy force level decisions. Determined to be excess to the needs of the Navy, *Ability* was struck from the Navy list on 1 February 1971. She was subsequently sold for scrapping.

III

(AFD-7: dp. 1,200; l. 288'0"; b. 64'0"; w. 45'0" (clear inside); dr. 3'3" (lt.), 31'4" (flooded); cap. 1,900 tons)

The construction of *AFD-7*—a one-section, steel, floating drydock built at Eureka, Calif., by the Chicago Bridge and Iron Co.—was begun sometime early in 1943 and was completed in April 1944. The small, non-self-propelled auxiliary floating dry



Ability (MSO-519), underway near the Charleston (S.C.) Naval Shipyard, 23 March 1959. Visible on the after portion of the ship is her minesweeping gear, including the otters visible on her main and forecastle decks, and the reels of alloy cable. (NH 96645)

dock was then towed to the east coast for duty at the United States Coast Guard base at Curtis Bay, Md., where she began a long career of docking small naval combatants—up to the size of destroyer escorts—for hull repairs.

At the end of World War II, the vessel returned to the Pacific and proceeded via Pearl Harbor to Guam. While serving there, she was redesignated *AFDL-7* in August 1946. Following brief operations at the naval operating base at Guam, *AFDL-7* was taken out of service on 1 January 1947 and laid up with the Pacific Reserve Fleet. Some time in 1948, she was towed back to Hawaii and laid up at Pearl Harbor. New Year's Day 1950 found her at the Long Beach (Calif.) Naval Shipyard for repairs which lasted into the following year. Two years later, she was back at Pearl Harbor—still inactive. She was inactive, in reserve, there until June 1970 when she was transferred, on loan, to the Army for service in South Vietnam. In October 1971, the small dry-dock was returned to the United States Navy and laid up at Guam. On 1 January 1973, she was reactivated and served at various advanced Pacific bases. She remained in this status through 1980. During this period of service, *AFDL-7* was named *Ability* on 7 June 1979. While at Guam, she was taken out of ser-

vice early in 1981. Her name was struck from the Navy list on 15 February 1981. She was slated to be sold; but no record of her subsequent fate has been found.

Abinago

A Navajo Indian word meaning "in the morning."

(YTB-493: dp. 240; l. 100'0"; b. 25'0"; dr. 10'0"; s. 11 k.; cpl. 10; cl. *Pessacus*)

Abinago (YTB-493) was laid down on 25 September 1944 at Brooklyn, N. Y., by Ira S. Bushey and Sons; launched on 22 December 1944; and delivered to the Navy on 14 June 1945.

Placed in service with the 1st Fleet, the tug served on the west coast until May of 1947, when she was placed in reserve at San Diego. By January 1949, the ship had moved to the 15th Naval District in Panama but apparently remained in reserve. In October 1950, she was placed back in service for duty in the 5th Naval District, based at Norfolk. Late in 1958, *Abinago* was

reassigned from the 5th Naval District to "advanced bases, Atlantic." However, extant records reveal no specific facts concerning her duties. During her somewhat over eight years in that assignment, the vessel was reclassified a medium harbor tug in February 1962 and simultaneously redesignated YTM-493.

Abinago was in the Atlantic Inactive Fleet between March 1967 and February 1968 and then resumed active service with the Atlantic Fleet. In 1973, the tug was listed as active in the 5th Naval District but preparing for inactivation. Her name was struck from the Naval Vessel Register on 1 May 1975 and she was turned over to the Government Services Administration for disposal. Sold to the University of Georgia Institute of Natural Resources, she was transferred on 21 November 1975.

Abingdon

A town located in southwestern Virginia, about 15 miles northwest of Bristol, and the seat of government for Washington County.

(PC-1237: dp. 280; l. 173'8"; b. 23'0"; dr. 10'10"; s. 20.2 k. (tl.); cpl. 65; a. 1 3", 2 20mm., 2 dep., 2 dct.; cl. PC-461)

PC-1237 was laid down on St. Valentine's Day 1943 at Morris Heights, N.Y., by the Consolidated Shipbuilding Corp.; launched on 3 April 1943; sponsored by Mrs. David Challinor; and commissioned at the New York Navy Yard on 26 July 1943, Lt. J. F. Weller, Jr., USNR, in command.

After fitting out, *PC-1237* departed New York on 10 August 1943 for New London, Conn., arriving there the following day. The subchaser then conducted tests under the auspices of the Bureau of Ships for the Underwater Sound Laboratory at New London for the remainder of August. *PC-1237* cleared that port on 1 September 1943 for points south; proceeding via Tompkinsville, the ship reached Miami soon thereafter and commenced shakedown training. She completed these evolutions early in October and, proceeding by way of Key West arrived in Guantanamo Bay, Cuba, on 12 September.

PC-1237 began escorting convoys between Guantanamo Bay and Trinidad, soon thereafter, occasionally touching at Kingston, Jamaica, and San Juan, Puerto Rico, during that time period. She performed that duty until early in 1945. At the beginning of February 1945, the subchaser was reassigned to temporary duty conducting tests at Antigua for the Naval Research Laboratory, an assignment that occupied her through the remainder of World War II and the early months of 1946. Late in this period, she visited Fredericksted, St. Croix, in the Virgin Islands, for a port call on Navy Day 1945.

On 24 May 1946, *PC-1237* departed San Juan and began a voyage that took her northward along the east coast of the United States, touching at Miami and Norfolk en route, and then up the St. Lawrence River to the Great Lakes. There, the ship began training naval reservists of the 9th Naval District.

PC-1237 continued naval reserve training duty until she was placed out of commission, in reserve, in October 1949, and was berthed at Norfolk with the Atlantic Reserve Fleet for almost a decade. During that time, in February 1956, she was named *Abingdon*. Her name was struck from the Navy list on 1 April 1959, but her subsequent fate is not known.

Abiqua

(T-AO-158: t. 10,536; l. 504'0"; b. 68'2"; dph. 39'2"; T. T2-SE-A1)

Abiqua (MC hull 548) was laid down on 18 June 1943 by the Alabama Drydock and Shipbuilding Co., Mobile, Ala.; launched on 22 September 1943; sponsored by Mrs. George Bliss Jones; and delivered to the Cities Service Company for operation on 31 October 1943.

Abiqua was among the ships transferred by the Maritime Administration to the Navy in response to the Suez crisis of 1956. She was accepted by the Military Sea Transportation Service (MSTS) on 21 December 1956 but operated for MSTS by a civilian crew under contract with a commercial firm listed as Matralines, but not further identified.

As the crisis subsided, *Abiqua* was returned to the Maritime

Administration and struck from the Navy list on 30 September 1957. Following her deactivation, *Abiqua* returned to the Alabama Drydock and Shipbuilding Co., Mobile, Ala. The afterpart of *Abiqua* was joined to the forepart of SS *Windsor* (formerly *Bear Paw*) to form a dry cargo ship which retained the name *Abiqua*. The old forepart of *Abiqua* was joined to the afterpart of *Windsor* to form a storage vessel which was renamed *Bear Paw*. The bow and midbody from *Abiqua* were towed to the Bethlehem Steel Co., at Beaumont, Tex., and converted into a tank barge, which was renamed *Tide Mar XIX*.

Abnaki

A confederation of tribes of Algonquin Indian stock that inhabited the region surrounding the border between what is now the state of Maine and Canada.

(ATF-96: dp. 1,240; l. 205'0"; b. 38'6"; dr. 15'4"; s. 16.5 k. (tl.); cpl. 85; a. 1 3", 2 40mm.; cl. *Abnaki*)

Abnaki (ATF-96) was laid down on 28 November 1942 at Charleston, S.C., by the Charleston Shipbuilding & Drydock Co.; launched on 22 April 1943; sponsored by Mrs. James Mayon Jones; and commissioned at the Charleston Navy Yard on 25 November 1943, Lt. Dewey Walley in command.

The fleet ocean tug completed shakedown in Chesapeake Bay on 10 December and began operating with the Atlantic Fleet. She conducted towing operations up and down the eastern seaboard of the United States until the spring of 1944. On 28 May of that year, she got underway from Norfolk, Va., bound for Oran, Algeria. On 4 June, however, while in the vicinity of the Azores, *Abnaki* received orders to rendezvous with Rear Admiral Daniel V. Gallery's Task Group (TG) 22.3 built around *Guadalcanal* (CVE-60). That task group had just succeeded in capturing the German submarine *U-505*, and *Abnaki* was to tow her to Bermuda. She arrived there with the prize on 19 June and remained 10 days before shaping a course for New York.

The tug spent the early days of July in New York and stood out to sea on the 11th, towing barges in an Oran-bound convoy. She returned to New York on 19 August having towed the French warship *Senegalaïse* from Oran. From 19 September to 5 December 1944, *Abnaki* made a round-trip voyage to Great Britain. During that mission, she towed barges and tank landing ships. On the return leg of that voyage, the ship made stops at Reykjavik, Iceland; and Argentina, Newfoundland; before returning to Norfolk. During January and February 1945, she again steamed to Oran and returned to Norfolk for repairs in preparation for duty with the Pacific Fleet.

On 24 April 1945, *Abnaki* passed between Capes Henry and Charles on her way to her new assignment. She arrived in the Canal Zone on 9 May, transited the canal, and continued her voyage from Balboa on the 16th with an Army dredge in tow. The tug arrived in San Diego, Calif., on 2 June and remained for five days. On the 7th, she took the dredge in tow once again and weighed anchor for the Central Pacific. After a stop at Pearl Harbor, Hawaii, the fleet tug entered the lagoon at Kwajalein Atoll in the Marshall Islands on 25 July and discharged her tow. The following day, she got underway again and proceeded to Eniwetok Atoll, also in the Marshalls.

Abnaki remained there through the end of hostilities. Early in October, she shifted north to join the forces occupying Japan. That mission lasted through the end of 1945 and the first six months of 1946. On 6 July, the fleet tug departed Japanese waters and proceeded to China. Following a stop at Okinawa en route, she arrived at Shanghai on 16 July and began operations between that port and Tsingtao in support of American forces in China. On 24 October, she received orders sending her to the Mariana Islands. She arrived at Guam during the second week in November and provided towing service between the Marianas and the Admiralties through the end of the year. After February 1947, the Commander, Service Force, Pacific Fleet, expanded her sphere of operations to include ports in Japan and in China. The latter ports, however, were closed to her after the communist takeover in 1949.

The tug continued to operate in Far Eastern waters while the communist tide swept over the Asian mainland engulfing not only China and Manchuria but also the northern half of Korea where the Soviet occupation forces had established a puppet



Abnaki (ATF-96) keeps the Soviet trawler *Gidrofón* under surveillance in the South China Sea, December 1967, in this view taken by Chief Photographer Neal Crowe. (K-43379)

regime under Kim Il Sung on 1 May 1948. Just over two years later, that event led to the invasion of South Korea by communist forces from the north late in June 1950. Though American units, under the auspices of a Soviet-boycotted United Nations, moved into the breach quickly, *Abnaki* did not enter the zone of combat operations for over a year. In July 1951, however, she joined Service Division (ServDiv) 31 in providing mobile logistics support to the United Nations naval task forces engaged in the conflict. *Abnaki's* direct support for United Nations forces in Korea ended in February 1952, and she resumed service in Western and Central Pacific waters somewhat removed from the designated combat zone.

Save for an overhaul or two at the Pearl Harbor Naval Shipyard, her service in the Far East and in the waters of the Central Pacific continued unbroken until 1955. After participating in evacuation of Nationalist Chinese troops and civilians from the Tachen Islands in March of that year, the tug served in the Orient for a little over three months more. On 15 July 1955, she got underway from Sasebo, Japan, for Hawaii. En route to Hawaii, the fleet tug encountered an Army ship, *FS-179*, in distress and took her in tow. The two ships arrived at Pearl Harbor on 1 August. For the next 17 months, *Abnaki* operated from that base in the mid-Pacific operating area, voyaging only as far as such outlying islands as Midway and Johnston.

Her itinerary changed late in February 1957 when she steamed to San Francisco, Calif., to take *Springfield* (CL-66) in tow for the first leg of her journey to the east coast for her conversion to a guided missile cruiser. The two ships departed San Francisco on 2 March and arrived at Rodman in the Canal Zone on the 29th. There, *Abnaki* turned her charge over to *Nipmuc* (ATF-157) and headed back to Oahu for operations in Hawaiian waters through the summer. On 17 September, the fleet tug set sail for the Far East and provided support services for units of the 7th Fleet until returning to Pearl Harbor on 27 February 1958 and resuming mid-Pacific operations. On 18 November, she stood out of Pearl Harbor for another deployment with the 7th Fleet in the western Pacific.

Upon her return to Hawaii midway through 1959, *Abnaki* took up the familiar chore of towing various types of vessels between locations in the islands and to the more distant Johnston and Midway. On 6 February 1960, she stood out of Pearl Harbor and shaped a course just a few degrees west of north. The tug arrived at Adak, Alaska, on the 14th and assisted in the salvage of *Kodiak* (LSM-161) before sailing for Oahu on 5 May.

Arriving in Pearl Harbor on 12 May, the ship resumed her mid-Pacific duties. On 3 April 1961, she embarked upon another deployment to the western Pacific. After four months of towing duties between such ports as Sasebo and Yokosuka in Japan, Ream in Cambodia, Naha and Buckner Bay at Okinawa, and Subic Bay in the Philippines, *Abnaki* returned to Pearl Harbor on 8 August.

Following a leave, upkeep, and repair period, she once again began mid-Pacific duties early in September and continued the task through the year's end. On 24 January 1962, she departed Pearl Harbor and arrived in Adak on 1 February. The fleet tug conducted local operations in the Aleutians until 20 April when she shaped a course for Seattle, Wash. Following a six-day lay-over there, *Abnaki* headed for Oahu on 4 May and arrived at Pearl Harbor on the 12th. That summer, between 23 July and 7 September, she again deployed to the Aleutians. A return to mid-Pacific operations came early in September and lasted until she moved to the western Pacific on 21 May 1963.

That four-month tour of duty consisted of the normal round of port visits and of towing services to units of the 7th Fleet. Similarly, her return to Pearl Harbor brought the familiar towing and salvage operations in the mid-Pacific operating area. That routine was broken only once, during late January and early February 1964 when she made a round-trip voyage to San Francisco. *Abnaki* spent much of 1964 in operations out of Pearl Harbor and concluded the year preparing to deploy to the western Pacific.

During the latter part of 1964, American involvement in the civil war in Vietnam began to escalate as a result of the Gulf of Tonkin incident. That development heralded a change in the nature of *Abnaki's* western Pacific deployments over the ensuing eight years. She departed Pearl Harbor with a dredge in tow on 4 January 1965 bound for Yokosuka, Japan. The dredge sank on the 19th; and, the following day, *Abnaki* entered Subic Bay in the Philippines. She operated locally out of Subic Bay until 5 March when she sailed for Vietnam. The tug served in Vietnamese waters as tender for a squadron of minecraft and conducted some patrols. She completed that assignment on 31 March and headed back to Subic Bay where she arrived on 4 April.

After eight days of upkeep at Subic Bay, she put to sea for a second tour of duty in Vietnamese waters. That mission concluded, *Abnaki* shaped a course for Hong Kong on 30 April for a liberty call from 3 to 8 May. Following a visit to Yokosuka from 14 to 20 May, the ship began the voyage back to Hawaii and

arrived at Pearl Harbor on 1 June. After a 16-day leave and upkeep period, she resumed mid-Pacific operations out of her home port.

Following a three-month overhaul, three weeks of refresher training, and almost two months of local operations, *Abnaki* departed Pearl Harbor on 29 March 1966 for the western Pacific. She stopped at Guam along the way, before arriving in Nagasaki, Japan, late in April. The fleet tug towed an Army power barge from Nagasaki to Naha, Okinawa, for 12 days of upkeep. She departed that port on 19 May and arrived in Danang, South Vietnam, on the 22d. Between 23 May and 20 June, *Abnaki* operated in the South China Sea in support of 7th Fleet ships assigned to Yankee Station and made an overnight stop at Danang on 20 and 21 June before getting underway for Hong Kong. The ship remained at the British crown colony from 25 June to 2 July and then headed for Subic Bay for an upkeep period which occupied her for the bulk of July. On 26 July, she put to sea for Yokosuka and—after a stop at Buckner Bay, Okinawa—arrived at that port on 5 August. The tug stood out of Yokosuka a week later, towing *LSSL-102*, and moored at the Army pier at Sattahip, Thailand, on the 29th. She remained in Thailand, making one liberty call at Bangkok, until 22 September. Getting underway that day, the fleet tug shaped a course for Kaohsiung, Taiwan. After nine days of upkeep at Kaohsiung, she set sail for Guam on 8 October and picked up her final tow of the deployment there on 16 October before steaming on toward Vietnam. She anchored off Vung Tau on Navy Day 1966, transferred her charge, and then got underway on 28 October to return home via Sasebo and Yokosuka.

The beginning of 1967 saw her resume local operations between Hawaii and the outlying islands. During the first three weeks in May, the fleet tug made a round-trip voyage to Seattle, Wash. After returning, *Abnaki* carried out mid-Pacific towing duties until mid-August. On the 18th, she exited Pearl Harbor on her way back to the Far East. Following stops at Guam and Subic Bay, the ship arrived at Danang on 15 September, took up duty on trawler surveillance patrol on Yankee Station, and spent most of the following month shadowing the Soviet trawler *Ampermetr*. Relieved on 15 October, *Abnaki* proceeded to Kaohsiung, Taiwan. On the way, however, she encountered Typhoon "Carla" and had to detour. Later, she went to the assistance of an Army tug towing a crane. When the Army vessel suffered mechanical difficulties that forced her to cut loose the crane to save herself, *Abnaki* brought the crane in safely. Next, she spent six days of rest and relaxation at Hong Kong before returning to Subic Bay for a three-week upkeep period.

Abnaki departed Subic Bay on 25 November and set course for Vietnam. On the 27th, the fleet tug joined *Bolster* (ARS-38) and *Ute* (ATF-76) near Duc Pho, South Vietnam, to assist in salvaging *Clarke County* (LST-601). After much labor, they refloated the tank landing ship on 1 December. On 7 December, she relieved *Chanticleer* (ASR-7) as trawler surveillance unit. Relieved of that mission on the 23d, *Abnaki* steamed to My Tho where she picked up a tow on the 27th and shaped a course for Sasebo. However, the fleet tug stopped at Kaohsiung, Taiwan, from 6 to 19 January 1968 to have the patch on the hull of the barge she was towing replaced. Continuing on, *Abnaki* towed her charge into Sasebo on the 24th. On 30 January, she stood out of Sasebo on her way back to Pearl Harbor.

The ship reentered her home port on Lincoln's Birthday and began over a month of post-deployment standdown. From 18 March to 8 July, the ship resumed her familiar mid-Pacific duties. On 8 July, she entered the Pearl Harbor Naval Shipyard for an overhaul which lasted until 25 October. For the next month, she completed refresher training and preparations for overseas movement. On 26 November, *Abnaki* returned to sea, again bound for the Far East.

The voyage west brought stops at Guam and Subic Bay—where *Abnaki* delivered floating crane *YD-127*—before she reentered the combat zone off Vietnam. The tug arrived at Danang on the last day of 1968. On the morning of New Year's Day 1969, she departed Danang to pick up garbage lighter *YG-52* at Subic Bay. The ship arrived there on the 3d, departed the next morning with her charge in tow, and delivered it at Danang on the 8th before heading back toward Subic Bay that same day. En route, she received orders to Naha, Okinawa, to assist in the salvage of a grounded tank landing ship. She completed that mission on 19 January, reentered Subic Bay on the 24th, and headed back toward Danang on the 29th. The ship arrived there on the 31st

and, on 1 February, put to sea for a 21-day tour of duty on Yankee Station. Late in the month, she towed *Asheville* (PG-84) from Camranh Bay to Yokosuka. In March, she visited Tsoying, Taiwan, to train members of the Taiwanese Navy in salvage techniques. After a liberty call at Hong Kong early in April, the ship returned to Subic Bay until late in the month. She got underway on the 26th bound for Guam with *AFDM-5* in tow. She and her charge reached Apra Harbor on 15 May; and, on the 16th, *Abnaki* continued on toward Hawaii.

The fleet tug arrived in Pearl Harbor on 28 May and began post-deployment standdown and a restricted availability. She commenced local operations on 1 July and that assignment continued into 1970. Late in January of that year, *Abnaki* headed for the western Pacific and arrived in Subic Bay toward the end of the second week in February. Although most of that deployment was devoted to operations out of Subic Bay followed by visits to Sasebo and Hong Kong, the fleet tug made a voyage into the Vietnam combat zone when she visited Danang late in May. In mid-June, she headed back to Pearl Harbor where she arrived at the end of the month for operations out of that port into the spring of the following year.

On 29 April 1971, she pointed her bow westward once more to deploy with the 7th Fleet in the Far East. She made a stop at Guam before arriving in Subic Bay in mid-May. Later in the month, she voyaged to Vung Tau, South Vietnam, apparently to deliver a tow, because she departed the Vietnamese port on the same day she arrived. The Vietnam conflict does not appear to have played a major role in her 1971 deployment since she made only a few brief stops there—mostly at Vung Tau. She spent a large proportion of her time in and around Subic Bay and made port visits to Hong Kong; Singapore; and Ream, Cambodia. Late in September, *Abnaki* stood out of Subic Bay for Apra Harbor, Guam, on her way back to Pearl Harbor. After an eight-day layover at Apra Harbor, she continued her voyage to the Oahu base where she arrived on 20 October to resume Hawaiian operations.

Towing and training missions occupied her time until she put to sea on 21 August 1972 to rejoin the 7th Fleet in the western Pacific. Towing one Philippine minesweeper, escorting another, and making stops at Midway and Guam, *Abnaki* took over a month to make the voyage to Subic Bay. She arrived there on 28 September and remained until 3 October when she returned to sea to tow a floating crane to Vietnam. She arrived in Danang on 7 October, delivered her charge, and began duty as the standby salvage ship there. That duty involved staying in Danang harbor during the day to provide salvage services and putting to sea each night because of the threat posed by Viet Cong sapper-swimmers. She concluded that assignment on 20 October and then visited Hong Kong and Kaohsiung, Taiwan. The tug returned to Subic Bay in mid-November and then ended the year visiting such ports as Ream, Singapore, and Bangkok.

During the latter portion of this deployment, *Abnaki* made no voyages to Vietnam. Instead, she operated exclusively out of Subic Bay, breaking that routine but once during the second half of January 1973 for missions to Kaohsiung and Tsoying in Taiwan. On 20 February, she departed Subic Bay to return home. Along the way, the fleet tug made stops at Guam and Kwajalein before reentering Pearl Harbor on 13 March. Renewed operations out of Pearl Harbor lasted until 25 June 1973 when she got underway for a new home port—San Diego, Calif. The ship stood into her new base on 13 July and spent the remainder of the year either in port at San Diego or making tows to various points along the California coast. That employment continued into the New Year 1974. On 19 February, the ship entered the Fellows & Stuart Shipyard for a seven-month overhaul.

Abnaki completed the overhaul on 19 September and returned to San Diego the next day. Refresher training followed in October; and, at the beginning of November, she resumed west coast operations out of San Diego. During December 1974 and the first part of January 1975, she prepared for overseas duty. On the 11th, the fleet tug weighed anchor to begin her voyage to the Far East. She made only one stop—at Pearl Harbor from 20 to 22 January—before arriving in Subic Bay on 9 February. Two days later, she got underway to participate in Readex I-75 conducted in the South China Sea. Following that exercise, *Abnaki* visited Yokosuka and Sasebo in Japan. In March, she made a four-day liberty call at Hong Kong followed by a visit to Singapore. She returned to Subic Bay early in April but, on the 10th, got underway for Vung Tau where she salvaged the cargo door

of a C-5A cargo plane. After participation in Operation "Frequent Wind,"—the evacuation of Saigon—*Abnaki* returned to Yokosuka on 15 May for three weeks of upkeep before heading for the Marianas on 8 June. The fleet tug arrived at Guam on 13 May, loaded supplies destined for the natives of the Marshall Islands, and put to sea again on the 16th. After dropping the supplies off at several of the smaller atolls in the Marshalls, she continued on via Pearl Harbor to San Diego where she arrived on 13 July.

Operations along the California coast kept the tug busy until the beginning of October when she began an extended restricted availability at San Diego. The new year began with the ship still in port at San Diego. However, she embarked upon her first tow on 2 January 1976 and remained active—shuttling tows between various California ports for the first seven months of 1976. On 7 August, the ship left San Diego to join a Fijian minesweeper at Seattle, Wash., for the voyage to Fiji. The two ships got underway on 16 August and set a course for Pearl Harbor where they arrived on 24 August and remained a week for repairs to the minesweeper's communications equipment. En route to Suva, Fiji, *Abnaki* assisted a civilian auxiliary sailboat grounded on a reef at Palmyra Island and towed it to Christmas Island. *Abnaki* and the Fijian minesweeper arrived at Suva, Fiji, on 17 September. The American ship remained at Suva until the 21st when she got underway for Subic Bay. En route, she stopped at Kapingamarangi Atoll to drop off cargo for the natives and at West Fayu Island to investigate a suspected violation of territorial waters by a Japanese fishing trawler. She finally arrived in Subic Bay on 4 October.

The fleet tug conducted operations out of Subic Bay over the following month. On 7 November, she stood out of Subic Bay bound for Borneo. She made a five-day visit at Kuching and then got underway on 16 November for Puerto Princessa on Palawan in the southwestern Philippines. *Abnaki* returned to Subic Bay on 22 November and remained there until the 26th when she shaped a course for Hong Kong. At the crown colony from 29 November to 9 December, she combined business with pleasure, serving as station submarine service ship while portions of her crew enjoyed liberty ashore. The ship returned to Subic Bay on 11 December and remained until the 19th. On the latter day, she shaped a course for the Marianas. *Abnaki* arrived at Guam on Christmas Eve day 1976. On 29 December, she headed for Kwajalein to embark Rear Admiral Carroll, Commander, Naval Forces, Marianas, for transportation to Kusaie Atoll for its independence celebration. The round-trip voyage from Kwajalein to Kusaie took from 2 to 6 January 1977. On 8 January, *Abnaki* sailed to Guam where she picked up two yard craft to tow to Pearl Harbor. Departing Guam on 12 January 1977, she dropped off her charges at Pearl Harbor on 13 February, resumed her voyage to the west coast the following day, and reached San Diego on 22 February.

Abnaki spent the remainder of her Navy career operating along the west coast. Following post-deployment standdown and an extended availability, in May, she resumed towing and other operations along the California coast including surveillance operations, other fleet services, and training evolutions. At the beginning of 1978, *Abnaki* towed a cable-laying ship to Panama. During that voyage, she also made a call at Esmeraldas, Ecuador, before returning to San Diego on 12 February 1978. Normal operations along the west coast occupied her time from mid-February until April. The first week in April brought fleet exercises followed by a resumption of fleet services. During the first half of June, *Abnaki* participated in another series of fleet exercises and then resumed her usual west coast missions.

On 15 August 1978, *Abnaki* began preparations for decommissioning and transfer to the Mexican Navy. She was placed out of commission on 30 September 1978 and was simultaneously transferred to the Mexican Navy. Her name was struck from the Navy list that same day, and she was commissioned in the Mexican Navy as *Yaqui* (A-18), Lt. Guttierrez in command.

Abnaki earned three battle stars for service during the Korean conflict and 10 battle stars during the Vietnam war.

Abner Read

Abner Read—born on 5 April 1821 in Urbana, Ohio—studied at Ohio University, but left that institution a year before graduating to accept a warrant as a midshipman, effective 2 March 1839. Assigned to *Enterprise*, he departed New York harbor in

that schooner on 16 March 1840 and proceeded to South American waters where he served—first in *Enterprise* and then in *Delaware*—until the latter sailed for home early in 1844.

Following a year of study at the naval school in Philadelphia, Read was promoted to passed midshipman on 2 July 1845. *Dolphin* then took him to the Atlantic coast of Africa where she operated against slavers through the summer of 1847.

Next ordered to *Fredonia*, the promising young officer departed New York in that storeship on 9 January 1848 and proceeded to Veracruz where she arrived a week after the signing of the treaty of Guadalupe Hidalgo. His vessel promptly began issuing supplies to the warships of Commodore Matthew C. Perry's squadron and continued such duty until heading home in June.

Fredonia again left New York on 11 December 1848, bound for California. Gold recently had been discovered there, greatly increasing the importance of and the interest in that newly acquired territory. The ship proceeded south along the Atlantic coast of the Americas, rounded Cape Horn, reached San Francisco Bay on the last day of July 1849, and operated on the west coast during the most tempestuous year of the gold rush. She got underway homeward on the 4th of July 1850, and reached New York on 7 January 1851.

Leave and a tour of duty in *Union*, the receiving ship at Philadelphia, ensued before Read reported to the side-wheel steamer *Saranac* in the autumn of 1853. She took him to the Mediterranean, but he left that ship while she was still in European waters and returned to the United States for duty at the Portsmouth (N.H.) Navy Yard.

Meanwhile, Read had been rising in rank. He received his commission as master effective 12 April 1853 and was promoted to lieutenant on 6 February 1854.

Read joined the wardroom of the sloop-of-war *Falmouth* in the fall of 1854, departed Norfolk, Va., in her on 16 December 1854, and cruised through the West Indies unsuccessfully seeking information concerning *Albany*. That sloop-of-war had departed Aspinwall, Colombia (now Colon, Panama), on 29 September 1854 and had not been heard from since sailing.

Soon after *Falmouth* returned to New York in August, Read was shocked to be "dropped from the Navy" on 13 September 1855 in compliance with the recommendation of a board of officers charged with carrying "... into execution an act [of Congress] to promote the efficiency of the Navy." He appealed this decision and was reinstated in rank by a board of inquiry in 1858.

His first ship following his return to duty was *Supply* which departed New York in the autumn of 1858 and took him back to South American waters as a part of Commodore Shubrick's expedition to demand an apology and retribution for the death of *Water Witch's* helmsman. That sailor had been killed by fire from Paraguayan batteries upon his side-wheel steamer as she explored the Parana River and its tributaries. Following the resolution of the dispute between the United States and Paraguay through diplomacy backed by a highly visible display of American seapower, *Supply* operated off the coast of Africa, along the Atlantic coast of the United States, and in the Gulf of Mexico.

Supply arrived at Pensacola, Fla., on 7 December 1860, just a month and a day after Lincoln was elected President, precipitating the secession crisis. A bit over a week later, *Wyandotte* entered the navy yard at that port to have her hull scraped. That screw steamer was short of officers due to the resignation of Southerners, so Read was detached from *Supply* and assigned to the new arrival. In her he helped to prevent Fort Pickens from falling into Confederate hands. However, while doing so, he became ill and was sent home to recuperate.

Ready for duty again, Read took command of the newly acquired *New London* when she was commissioned at New York on 29 October 1861. Assigned to the Gulf Squadron, his screw steamer was stationed in Mississippi Sound where—shortly before midnight on 21 November 1861—she joined screw gunboat *R. R. Cuyler* in taking the lumber-laden schooner *Olive*. In ensuing months, *New London* took over 30 prizes. Her success was so remarkable that Flag Officer Farragut felt that he must hold *New London* in his new command even though she had been assigned to the eastern group when the Navy divided its forces in the gulf into two squadrons. "... Lieutenant Read's having made her such a terror to the Confederates in this quarter," he explained, "... that justice to the service required me to keep her ..." She was, he maintained, "... absolutely necessary to command the inland passage ..."

Read and his ship were ever ready to face up to any challenge which confronted them. When he found "... two rebel steamers ... at Pass Christian ..." on 25 March 1862, *New London* headed straight for the Southern ships—CSS *Pamlico* and CSS *Oregon*—and drove them off to the protection of Southern shore batteries after a two-hour engagement.

A bit over a year later, on 18 April 1863, Read—who had been promoted to lieutenant commander on 16 July 1862—led a boat expedition which landed near the lighthouse at Sabine Pass. It was attacked by a large force of Confederate troops who had been hiding behind the light keeper's house. All but one member of Read's crew were wounded as they raced back to their boat and rowed to *New London*. Read himself suffered a serious gunshot wound of the eye. Yet, despite his painful injury, he remained on duty until *New London* returned to New Orleans late in May for repairs.

While work on *New London* was still in progress, Read was detached from her on 22 June and ordered to relieve Capt. Melancton Smith in command of *Monongahela*. Six days later, his new ship headed up the Mississippi to defend Donaldsonville, La., which was then being threatened by Southern troops. As its beleaguered riparian fortresses at Vicksburg and Port Hudson were about to slip from its grasp, the Confederacy was struggling desperately—albeit vainly—to maintain some hold on the river. *New London* spent the ensuing days patrolling the Mississippi between Donaldsonville and New Orleans. On the morning of 7 July 1863, Southern forces opened fire on the ship with artillery and musketry when she was about 10 miles below Donaldsonville. A shell smashed through the bulwarks on her port quarter wounding Read in his abdomen and his right knee. He was taken to a hospital at Baton Rouge where he died on the evening of the next day.

Farragut and the other officers of the squadron were lavish in praise of their fallen comrade. The admiral said that Read had "... perhaps done as much fighting as any man in this war ..." "The very mention of his name," Farragut maintained, "was a source of terror to the rebels." On another occasion, the Admiral said, "I know nothing of him prejudicial as a man, but I do know that no Navy can boast a better officer and I deem him a great loss both to the Navy and to his country."

(DD-526: dp. 3,050 (f.); l. 376'6"; b. 39'4"; dr. 17'9"; s. 35.5 k.; cpl. 321; a. 5 5", 8 40mm., 7 20mm., 10 21" tt., 2 dct., 6 dcp.; cl. *Fletcher*)

Abner Read (DD-526) was laid down on 30 October 1941 at San Francisco, Calif., by the Bethlehem Steel Co.; launched on 18 August 1942; sponsored by Mrs. John W. Gates, the wife of Capt. Gates; and commissioned on 5 February 1943, Comdr. T. Burrowes in command.

The destroyer held shakedown along the California coast into April and then got underway with Task Group (TG) 51.2, bound for the Aleutian Islands. She assumed patrol duties on 4 May and, on the 11th, shelled targets on Attu Island supporting soldiers of the Army's 7th Division who landed and were assaulting that island. The destroyer again bombarded Attu on the 16th before returning to San Diego, which she reached on the last day of May.

After two weeks in drydock at San Francisco, *Abner Read* got underway on 14 June for Adak, Alaska. Upon her arrival there, she joined Task Force (TF) 16 and, soon thereafter, began patrolling the waters around Kiska Island. On 22 July, as part of TG 16.22, she took part in a heavy bombardment of Kiska. Between 12 and 15 August, the destroyer again shelled Kiska in support of landing operations on that island. On 17 August, American forces discovered that Japan had removed its forces from the island. While she was patrolling off Kiska that night, *Abner Read* was shaken by an explosion aft at 0150. The exact cause of the blast was unknown, and it was later thought that the destroyer had struck a mine. The concussion tore a huge hole in her stern and ruptured her smoke tanks. Men sleeping in aft compartments suffered from smoke inhalation. In the darkness, a few men fell through holes in the deck into fuel oil tanks below. Soon the stern broke away and sank. Once in the water, the men recovered from the effects of the smoke and could breathe. *Abner Read* was taken under tow by *Ute* (AT-76) at 0355 and was pulled to Adak for temporary repairs. The destroyer lost 70 men who were killed or missing, and another 47 were wounded.

Following a month of repair work in various Alaskan ports,

Abner Read was towed by *Oriole* (AT-136) to the Puget Sound Navy Yard, Bremerton, Wash., where she was laid up on keel blocks on 7 October to receive extensive repair work. The yard work was finished on 21 December 1943, and the destroyer commenced training exercises and trials. She moved to Pearl Harbor in February 1944; and, while she was underway for Hollandia, New Guinea, her starboard propeller was damaged. This accident required her to put in to Milne Bay, New Guinea, on 1 March for repairs. The ship was then attached to TF 75 and participated in the bombardment of Hollandia on 22 April. She provided fire support for the initial landing at Humboldt Bay by the central attack group in Operation "Reckless." Her next targets were on the Wakde Islands off the coast of Dutch New Guinea. She sought to neutralize Japanese airstrips located there by concentrated bombardment, which she conducted on 30 April. *Abner Read* then moved on to Wewak and, on 12 May, bombarded Japanese batteries which had been hindering the efforts of American motor torpedo boats to destroy enemy barge traffic.

The destroyer rendered fire support for the landings at Arara, New Guinea, and bombarded the Wakde-Toem area on 17 May. As part of TG 77.3, she pounded Japanese targets on Biak in the Schouten Islands. From 8 to 9 June, she was involved in an engagement with a Japanese task force off the north coast of Biak. *Abner Read* took part in a night bombardment of Wewak on 18 and 19 June. Her next target was Noemfoor Island, which she hit on 2 July to cover the landing operations on the island. Following this extended period of action, she retired to Seeadler Harbor for tender availability.

Getting underway on 8 August, *Abner Read* made a trip to Sydney, Australia, before returning to warlike activities in the Pacific. The destroyer supported the seizure on 15 September of Morotai Island in the Halmahera group. Her next action was a shore bombardment on Ponam Island in the Admiralties on 7 October. On 17 October, she then began steaming toward Leyte Gulf, and she entered San Pedro Bay on the 20th, D day for Leyte, and patrolled off the beachheads in ensuing days.

In the hope of turning back the American invasion, the Japanese struck back fiercely with sea and air power. On 1 November, the Japanese launched kamikaze attacks on members of TG 77.1, which was patrolling lower Leyte Gulf to protect a beachhead. At approximately 1341, a "Val" burst into flames and crashed toward *Abner Read*. A bomb from the raider dropped down one of the destroyer's stacks and exploded in her after engine room. The plane, in the meantime, came down diagonally across the main deck, setting fire to the entire after section. The ship lost water pressure and this made firefighting efforts impossible. At 1352, a tremendous internal explosion occurred, causing her to list about 10 degrees to starboard and to sink by the stern. At 1415, *Abner Read* rolled over on her starboard side and sank stern first. Destroyers quickly came to the aid of survivors and rescued all but 22 members of *Abner Read*'s crew.

Abner Read received four battle stars for her World War II service.

A second destroyer, DD-769, was assigned the name *Abner Read*; but her construction was cancelled on 12 September 1946.

Abraham

(SwStr: t. 800)

Early in the Civil War, *Victoria*—a side-wheel steamer built at Elizabeth, Pa., in 1858 and based at St. Louis—was acquired by the Confederate Government for service as a troop transport on the waters of the Mississippi River and its tributaries. In the spring of 1862, Union warships of the Western Flotilla—commanded at first by Flag Officer Andrew H. Foote and then by Flag Officer Charles H. Davis—relentlessly fought their way downstream from Cairo, Ill. On 6 June, they met Southern river forces in the Battle of Memphis and won a decisive victory which gave the North control of the Mississippi above Vicksburg. Later that day, the Union gunboats found and took possession of several Confederate vessels moored at the wharf at Memphis. *Victoria* was one of these prizes.

Davis used the riverboat as a storeship and an inspection vessel for his flotilla until that organization—an Army outfit commanded by naval officers—was transferred to the Navy on 1

October and renamed the Mississippi Squadron. A fortnight later, on the 15th, *Victoria* was renamed *Abraham* and, under the command of Acting Ensign William Wagner, continued to serve the Union cause in the same capacity. While not exposed to the hazards of combat, the ship constantly suffered the perils of life on the upper Mississippi and, on several occasions, was threatened by fires on nearby vessels. For example, on the night of 7 February 1863, she moored astern of *Glide* when that gunboat caught fire; and *Abraham* only escaped when *Glide* was cut adrift, pushed out into the current by the tug *Dahlia*, and allowed to drift downstream.

On 9 May 1864, *Abraham* moved from Cairo to Mound City, Ill., where she served through the end of the Civil War. After the collapse of the Confederacy, *Abraham* was taken out of service and laid up at Mound City until sold there on 30 September to L. C. and R. N. Alexander. Redocumented *Lexington* on 16 March 1866, the side-wheeler served private interests on the Mississippi until she caught fire at Algiers, La., on 3 February 1869 and burned until she was a total loss.

Abraham Lincoln

Abraham Lincoln—born on 12 February 1809 near Hodgenville, Ky.—lived in Kentucky until the age of seven. At that time, his family moved to southwestern Indiana where they lived until 1830. During the sojourn in Indiana, Lincoln made a trip down the Mississippi to New Orleans, La., that probably provided his first face to face confrontation with slavery as an adult. In 1830, Lincoln moved to Illinois with his father's family but struck out on his own the following year. He hired on for another flatboat trip to New Orleans, and, upon his return, the promoter offered him a job in his store and mill in New Salem, Ill. Unfortunately, both businesses failed within the year. At the time when Lincoln's livelihood became precarious, Chief Black Hawk and his Sac

Indians had the impertinence to try to take Illinois back from the white man. Lincoln joined the local militia company, and his personal popularity won him election to the office of captain. His lone opportunity for military distinction came to naught, however, for, to paraphrase his own words, all he ever chanced to fight were mosquitoes.

Returning to New Salem, Lincoln tried his hand at a succession of occupations—among them postmaster, surveyor, and store owner—before settling upon the unlikely choice of law. Unlikely because he had only about a year of formal schooling to his credit. On the other hand, as a youth he had learned to read, write, and to do arithmetic and had become an avid reader. In addition, the study of law in the early 19th century could be rather informal in general, and admission to the bar on the frontier was even more so. In any event, he obtained his license to practise law on 9 September 1836 and, the following year, moved to Springfield, Ill., where he became partner to his friend and legal and political mentor, John T. Stuart.

His interest in politics actually predated his legal career and, to a great extent, provided the impetus to it. He made an unsuccessful bid for a seat in the state legislature soon after his return from the Black Hawk War. In 1834, however, his efforts succeeded, and he was reelected in 1836, 1838, and 1840. Active in the state Whig leadership, he was the party's candidate for speaker twice and, though defeated, served effectively as the party's floor leader. It was during this period of his life that Lincoln's misgivings about the institution of slavery took on more concrete form, and, though he lacked the fanatical zeal of the Abolitionists, Lincoln became a determined antislaver. In 1846, Lincoln ran for the United States House of Representatives and defeated his Democratic opponent, Peter Cartwright, handily. In Congress, he opposed the war with Mexico but recognized the need for unity in its prosecution and so voted for the appropriations needed to carry it out successfully. Interestingly enough, his



Abraham Lincoln (SSBN-602) in *AFDB-7* at Holy Loch, Scotland, 19 March 1963, in this view taken by Photographer 1st Class Van Den Handel. *AFDB-7* was later named *Ability*. (USN 1079204)

principles with regard to the Mexican War cost Lincoln reelection in 1848. The war was very popular with the frontiersmen who had sent him to Washington.

He worked long and hard for the Whig candidate, General Zachary Taylor, during the election of 1848. When Taylor took office, however, his administration balked at making Lincoln commissioner of the General Land Office, an appointment he earnestly desired. Refusing less prominent offices in the Oregon territory, he returned to Illinois and resumed his law practice. That practice included not only cases on the local circuit but also before federal courts and the Illinois Supreme Court. Indeed, a fact often overlooked is that Lincoln established much of his reputation as a lawyer arguing important cases before higher courts.

Though he remained moderately active in the Whig party, the fire in his politics waned until 1854. When the Kansas-Nebraska Act, brainchild of Stephen A. Douglas, destroyed the Missouri Compromise and the Compromise of 1850 by allowing slavery in areas of the Louisiana Purchase previously closed to the "peculiar institution," Lincoln became an ardent exponent of free soil. The heat thus generated propelled him to seek the Whig nomination for one of Illinois' seats in the United States Senate in 1855. The following year, however, Lincoln changed party allegiance and cast his lot with the aggregation of antislavery factions that came to be known as the Republican Party. Though unsuccessful in his bid for a Senate seat in 1858, Lincoln carried out a series of debates with his Democratic opponent, Douglas, that lent him a national notoriety as an opponent of slavery. His new found prominence, coupled with the curious twist that losing the Senate seat to Douglas made him available, brought Lincoln the Republican nomination for President of the United States in 1860.

A two-way split in the Democratic Party and the formation of the short-lived Constitutional Union Party resulted in four candidates being placed before the electorate in 1860. Lincoln won with a plurality of 40 percent of the votes cast. Within two months, seven states—South Carolina, Mississippi, Florida, Alabama, Georgia, Louisiana, and Texas—left the Union out of fear that an administration stridently hostile to them was taking over Washington. Lincoln waited, then tried persuasion, but the Southern states responded by uniting into the Confederate States of America. On 12 April 1861, forces of South Carolina began a bombardment of Ft. Sumter in Charleston harbor. The fort capitulated the next day. On the 15th, Lincoln declared a state of insurrection and called for volunteers to put it down. Arkansas, North Carolina, Tennessee, and Virginia promptly seceded.

The story of the remaining four years of Lincoln's life is inextricably entwined with that of the American Civil War, a subject that has inspired literally thousands of volumes. Suffice it to say that his guiding principle throughout the conflict was the restoration of the country's unity. When persuasion failed, he resorted to force. Though generals failed him, his own vision and perseverance did not. Lincoln suffered a loss of popularity during the political campaign of 1864 but managed to win reelection. Consequently, he prosecuted the war to its conclusion in April 1865. The great tragedy, however, may be that the country needed him more in the aftermath of the Civil War than it did during the conflict itself. Inaugurated for his second term on 4 March 1865, Abraham Lincoln was shot by John Wilkes Booth on 14 April while attending a play at Ford's Theater in Washington, D.C. He died the following morning and was buried at Oak Ridge Cemetery in Springfield, Ill., on 4 May 1865.

I

(SSBN-602: dp. 6,030 (surf.), 6,700 (subm.); l. 381'; b. 33'; dr. 29'; s. 20 + k.; a. 16 Polaris mis., 4 21" tt.; cpl. 137; cl. *George Washington*)

Abraham Lincoln (SSBN-602) was laid down on 1 November 1958 by the Portsmouth (N.H.) Naval Shipyard; launched on 14 May 1960; sponsored by Miss Mary Lincoln Beckwith, the great granddaughter of President Lincoln; and commissioned on 11 March 1961, Comdr. Leonard Erb (Blue Crew) and Comdr. Donald M. Miller (Gold Crew) in command.

The fleet ballistic missile submarine got underway on 20 March for shakedown and weapons testing at Cape Canaveral, Fla., and returned to Portsmouth on 1 June for post-shakedown

availability. She left Portsmouth on 17 July to return briefly to Cape Canaveral for further testing and then proceeded to Charleston, S.C., for a final loadout. *Abraham Lincoln* subsequently got underway on 28 August as a unit of Submarine Squadron 14, Submarine Force, Atlantic Fleet. She arrived at Holy Loch, Scotland, in October. The submarine underwent a refit alongside *Proteus* (AS-19) during November and, upon its completion, commenced her first deterrent patrol.

Abraham Lincoln operated out of Holy Loch for the next four years. She alternated periods of upkeep at Holy Loch alongside *Proteus* or *Hunley* (AS-31) with deterrent patrols from that port. A highlight of this period occurred during the Cuban crisis of October 1962. The submarine was in the middle of a scheduled four-week upkeep period when she received orders to deploy. *Abraham Lincoln* departed in short order and successfully carried out a 65-day patrol. On 13 October 1965, *Abraham Lincoln* arrived at Groton, Conn., and entered the Electric Boat Co. yard located there on 25 October to begin an overhaul and refueling.

This work was completed on 3 June 1967 and the submarine returned to her base at Holy Loch and resumed her schedule of deterrent patrols. She continued the pattern of alternating patrols with periods of upkeep alongside either *Simon Lake* (AS-33) or *Canopus* (AS-34) through 1972. In early March of that year, *Abraham Lincoln* sailed for the United States and arrived at the Submarine Base, New London, Conn., on 25 April. She held two dependents' cruises before getting underway on 19 May for the west coast to join the Pacific Fleet. *Abraham Lincoln* made a brief visit to Ft. Lauderdale, Fla., transited the Panama Canal on 1 June, sailed to Bangor, Wash., to offload her missiles, then pushed on to San Francisco, Calif. On 25 June, *Abraham Lincoln* entered the Mare Island Naval Shipyard, Vallejo, Calif., to commence overhaul and refueling.

The extensive overhaul was completed in December 1973. After shakedown in the areas around Puget Sound and San Diego, Calif., *Abraham Lincoln* transited the Panama Canal on 1 June 1974. She held tests and local operations at Cape Kennedy, Fla., and Charleston, S.C. The submarine retransited the canal on 26 July and sailed for her new home port, Pearl Harbor, Hawaii, where she arrived on 10 September. The submarine continued on to her advanced base at Guam, arriving on 18 October. The submarine then began deterrent patrols from that island in the Marianas. During the next four years, the warship carried out deterrent patrols from Guam. She also participated in numerous tests and exercises. In 1977, *Abraham Lincoln* became the first ballistic missile submarine to have conducted 50 strategic deterrent patrols.

Abraham Lincoln completed her last patrol in October 1979 and arrived at Bangor, Wash., on 30 October to commence offloading her missiles before beginning inactivation overhaul. Preparations for her retirement continued through 1980 and into 1981. On 28 February 1981, *Abraham Lincoln* was decommissioned at the Puget Sound Naval Shipyard. Her name was struck from the Navy list on 1 December 1982.

II

(CVN-72: dp. 91,487 (f.); l. 1,092; b. 134'; e.w. 252'; dr. 37'; s. 20 + k.; cpl. 6,287; a. 3 BPDMS, Sea Sparrow, 90 + ac.; cl. *Nimitz*)

The keel for the second *Abraham Lincoln* (CVN-72) was laid down on 3 November 1984 at Newport News, Va., by the Newport News Shipbuilding and Dry Dock Co. Scheduled to be launched on 13 February 1988, the ship is to be delivered to the Navy in late 1991.

Absaroka

Absaroka is a mountain range in the state of Wyoming.

(Str: dp. 12,397; l. 423'9"; b. 54'; dr. 24'6"; s. 11 k.; cpl. 70; a. 1 6", 1 3")

Absaroka (Id. No. 2581) was built in 1917 for the United States Shipping Board by Skinner & Eddy Co., Seattle, Wash.; taken over by the Navy on a bare boat basis on 17 September 1918; and commissioned that same day, Lt. Comdr. O. W. Hughes in command.

Absaroka was assigned to the Naval Overseas Transportation Service following her commissioning. Between October 1918 and February 1919, the ship made two transatlantic voyages carrying Army cargo to ports in France, England, and the Netherlands. During her second trip, *Absaroka* rescued the captain and crew of the disabled British steamer *War Marvel* and landed them safely at Falmouth, England.

The ship arrived in New York City on 12 February 1919 and was immediately drydocked for overhaul. *Absaroka* was decommissioned on 4 March 1919 and returned to the United States Shipping Board.

Absecon

An inlet north of Atlantic City, N.J.

On 17 June 1918, officers of the 4th Naval District inspected *Absecon*—a single-screw, steel-hulled freighter built in 1918 by the New York Shipbuilding Co. Although the Navy designated

the vessel Id. No. 3131, the Government never took possession of the ship. However, she was armed; and a Navy armed guard crew was placed on board the ship. It earned the World War I victory medal with Armed Guard Clasp for service between 12 October and 5 November 1918.

I

(AVP-23: dp. 2,800; l. 310'9"; b. 41'1"; dr. 13'6"; s. 18.2 k.; cpl. 367; a. 2 5", 4 20mm., 2 dct.; cat. 1; ac. 3; cl. *Barneгат*)

Absecon (AVP-23) was laid down on 23 July 1941 at Houghton, Wash., by the Lake Washington Shipyard; launched on 8 March 1942; sponsored by Mrs. Robert L. Moon, Jr., the daughter of Capt. G. E. Davis—who was then the chief of staff to the Commandant of the 13th Naval District—and the wife of Comdr. Robert L. Moon, Jr.; and commissioned at the Puget Sound Navy Yard, Bremerton, Wash., on 28 January 1943, Comdr. Robert S. Purvis in command.

Absecon was unique among her *Barneгат*-class small seaplane tender sisters in that she was the only one to be fitted with a



Absecon (AVP-23) was unique among the *Barneгат* class in that she mounted a single catapult to port, abaft the stack, and two aircraft handling cranes, of the type fitted to *Cleveland*-class light cruisers, at the after end of the main deck superstructure, to enable her to train catapult floatplane pilots. She is seen here off Fort Lauderdale, Fla., 6 January 1944, in a photo taken by Photographer's Mate 2d Class J. Chefetz, USN. (80-G-388244)

catapult and cranes. Her redesign from the standard configuration resulted from the Navy's need for pilots to qualify for catapult operations in the battleship and cruiser-based aviation units. The ship was converted prior to her commissioning, progress well underway by June of 1942. *Absecon*—assigned the duty of providing training for catapulting and sled net recovery while underway—completed her fitting out period on 14 February 1943 and commenced her shakedown the following day, her embarked "aviation unit" consisting of one Curtiss SO3C-1 "Seamew" and a pair of Vought OS2U-3 "Kingfishers."

Upon the completion of her shakedown, *Absecon* departed San Pedro, Calif., on the afternoon of 28 February 1943 and transited the Panama Canal between 7 and 9 March. She conducted daily reconnaissance and antisubmarine flights with her embarked aircraft as she proceeded toward Jacksonville, Fla. At 1335 on 11 March, she exchanged identification with a friendly patrol bomber which informed her of having sighted a ship sinking in the vicinity. *Absecon* altered course accordingly and proceeded to the scene where, at 1518, she picked up seven survivors from the United Fruit Co. freighter, SS *Olancho*. Earlier that morning, the ship had been proceeding from Honduras to Tampa, Fla., when she was torpedoed. Postwar accounting revealed her assailant to be U-183.

Absecon reached Jacksonville on the 13th and soon disembarked the seven men from *Olancho*. Over the ensuing months, from March to September of 1943, the seaplane tender operated out of the Naval Section Base, Mayport, Fla., coordinating observation plane (VOS) pilot training with Operational Training Unit (OTU) No. 1 out of the Naval Air Station (NAS), Jacksonville, qualifying pilots and serving as a target for torpedo runs. Such operations were not without hazard; for, on 16 April 1943, *Absecon* struck a submerged wreck off Mayport that caused considerable damage to her hull. Following repairs, she resumed her steady pace of training evolutions that lasted into the autumn.

In September 1943, *Absecon* was shifted to operate from the Naval Section Base at Port Everglades, Fla., as well as from the Coast Guard base at that port. She then carried out her training activities into the winter. One event highlighted her service during this period. She got underway at 0810 on 13 November 1943 for operations as a target ship for torpedo bombers based at NAS, Fort Lauderdale. At 0930, *Absecon* observed a small craft flying distress signals and, upon closing the range, identified her as SS *Franklin Baker*, owned by the Eveready Shipping Co. of New York and bound from Baracoa, Cuba, to Miami, Fla., with a cargo of bananas. Seeing *Franklin Baker* to be "in sinking condition," *Absecon* passed a towline to the former, which had been adrift, her engines broken down, since noon the day before. However, the towline parted so the seaplane tender took the merchantman alongside; took off the master, Samuel P. Henning, and his crew of six; and rigged two submersible pumps on board the craft before rigging a towline and getting underway once more at 1033.

Less than an hour later, however, at 1124, it was evident that *Franklin Baker* could not be saved, so *Absecon* cut the banana-boat adrift. Two depth charges exploded off *Franklin Baker*'s bow had "no effect," her superstructure still remaining awash; 18 5-inch projectiles likewise failed to yield the desired results—the little banana boat remaining defiantly afloat. Directing the Coast Guard patrol boat, USCGC 60026, to sink the derelict with demolition charges lest *Franklin Baker* become a menace to navigation, *Absecon* continued her operations with the Grumman TBF "Avengers" operating out of Fort Lauderdale before returning to the Section Base dock at Port Everglades later that afternoon.

During 1944, *Absecon* maintained a relentless pace off Port Everglades, conducting daily flight operations. She conducted 1,394 catapult launchings and a corresponding number of recoveries and qualified 211 pilots—thus averaging approximately 116 launches per month with 18 pilots a month qualifying for the operation of cruiser and battleship-based floatplanes such as the SO3C, the OS2U, the Curtiss SOC "Seagull" and the Curtiss SC "Seahawk." Her peak month of operations was November 1944, when she conducted 279 launchings and qualified 58 aviators. In addition to this duty, she also served as a mobile target for torpedo planes operating out of NAS, Fort Lauderdale, and NAS, Miami.

Neither operation was hazard free: on 7 April 1944 one of the ship's OS2U-3's overran the sled being towed alongside, fouling

the breast line and tearing away a wingtip float. The plane capsized and, after "complete salt water immersion," was salvaged. Fortunately, there were no casualties. In addition, shallow-running exercise torpedoes struck the ship four times during 1944: the first time on 30 January, the second on 24 June, the third on 19 August, and the last on 31 October 1944. The first flooded two compartments; the third hit caused flooding—controlled by fire and bilge pumps—in the forward engine room, the last caused a small rupture in the shell plating.

Not only did aircraft capsizings and torpedo hits make life interesting for *Absecon*'s sailors, but that fall a tropical storm added zest. With the evacuation of Port Everglades of shipping in the path of a storm headed in its direction, *Absecon* departed on 17 October, sending one of her planes to NAS, Banana River, Fla., prior to departure. Mooring at the Naval Frontier Base, Mayport, Fla., on the 18th, she dispatched the remaining two OS2U-3's to NAS, Jacksonville, soon after her arrival and then rode out the hurricane that lashed the vicinity with winds that reached 100 knots. By the 20th, the storm had passed, permitting *Absecon* to resume her training evolutions.

The year 1945 promised more of the same sort of duty for the unique *Barnegat*-class ship—including some of the same types of operational accidents, some more serious than others. On 19 February 1945, for example, an exercise torpedo hit the ship aft on the starboard side, below the waterline, and then hit the starboard propeller, damaging two blades. This necessitated a visit to the Charleston (S.C.) Navy Yard, where she arrived at 1258 on the 23d. *Absecon* soon entered drydock where her damaged screw was replaced. Underway for her home port on 3 May, the ship arrived back at Port Everglades the next day and resumed her active operations schedule.

On five occasions during 1945, aircraft capsized during recovery operations, all except the last, on 4 August 1945, resulting in the salvage of the aircraft involved. On that occasion, the plane, apparently damaged beyond repair, was shelled and sunk. As she had done with *Franklin Baker*, *Absecon* again lent a helping hand to mariners in distress; on 6 February 1945, she assisted the fishing boat *Chip* by taking her in tow and turning her over to the Coast Guard for further assistance.

Absecon based at Port Everglades until mid-July 1945 when she shifted to NAS, Pensacola, Fla., for duty involving training and logistical support of the VO/VCS (observation/cruiser-based observation aircraft) operations there. *Absecon* carried out this training through V-J Day (15 August 1945) and into September of 1945. During those nine months, she conducted 1,839 catapult launchings, an average of 204 per month, and qualified 274 pilots. Her peak "production" of pilots occurred in March 1945 when she qualified 45, and her peak number of launchings occurred during August when she conducted 340.

As the helicopter began to supplant cruiser- and battleship-based seaplanes, the need for qualifying pilots of the latter diminished accordingly. After a period as a training ship out of NAS, Pensacola, *Absecon* was placed out of commission, in reserve, on 19 March 1947, and laid up with the Texas Group of the Atlantic Reserve Fleet, Orange, Tex.

Transferred to the United States Coast Guard on 5 January 1949, *Absecon* became USCGC *Absecon* (WAVP-374) and operated as such through the 1960s. Operating primarily in the Atlantic out of Norfolk, Va., the erstwhile seaplane tender served as a weather ship on ocean stations, before the advent of improved storm-tracking radars obviated such operations. During the 1950s, she frequently visited Argentia, Newfoundland, and St. George Harbor, Bermuda, between stints on patrol on the high seas in the north and central Atlantic and periods of regular upkeep at Norfolk.

On 21 September 1957, *Absecon*, on her ocean station in the central Atlantic, picked up a distress call from the West German four-masted steel bark *Pamir*. The square-rigger, homeward bound from Argentina with a cargo of barley and with 86 men (52 teen-aged cadets among them) on board, had run into Hurricane "Carrie" and been battered severely by the vicious storm, ultimately sinking in the tempest. *Absecon* altered course immediately and stood toward *Pamir*'s last position. Arriving on the scene the following day, the Coast Guard cutter immediately began sweeping the stormy sea for signs of life, aided by Portuguese and American Air Force planes from the Azores and Navy planes from Bermuda. About 50 ships, representing 13 nations, searched for one week. Ultimately, SS *Saxon* rescued five men,

three days after *Pamir* had sunk; *Absecon* found the square-rigger's last survivor, 22-year old Gunter Hasselbach, the following day. Seventy-two men had perished.

In 1958, the ship visited Hamburg, Germany (20 to 22 June), Amsterdam, Holland (23 to 28 June), Dublin, Ireland (3 to 7 July), and Lisbon, Portugal (13 to 17 July), before returning, via Bermuda, to the east coast of the United States.

Subsequently classed as a high endurance cutter, WHEC-374, *Absecon* was transferred to the South Vietnamese Navy on 15 July 1972 and was simultaneously renamed *Tham Ngu Lao* (HQ.15). She was apparently unable to escape from South Vietnamese waters when that country fell to communist domination in the spring of 1975 and, according to some sources, was still operational as of 1978. Current naval publications such as *Jane's All the World's Fighting Ships* still list the ship, except now only as the unnamed HQ.01.

Absegami

(MB: l. 75'; b. 16'; dr. 3'6"; s. 13 k.; a. 11-pdr., 1 mg.)

Absegami (SP-371) was a motor boat built in 1916 at New York City by the New York Yacht, Launch & Engine Co.; acquired by the Navy on free lease from her owner, Allen K. White, Atlantic City, N.J., on 2 May 1917; and commissioned at the Philadelphia Navy Yard on 30 April 1917, Ens. W. G. Morse in command.

Following her commissioning, *Absegami* was assigned to section patrol duty in the 4th Naval District. Throughout World War I, the boat patrolled the Delaware Bay and Atlantic waters off Cape May, N.J. *Absegami* was decommissioned at Philadelphia on 2 December 1918 and returned to her owner four days later.

Acacia

A thorny tree originally identified in Egypt, but also found in other warm regions. The acacia is characterized by pinnate leaves and clusters of white and yellow blossoms.

(ScStr: t. 300; l. 125'; b. 23'2"; dph. 12'; dr. 11'; s. 12 k.; epl. 58; a. 2 30-pdr. r., 1 12-pdr. r., 1 12-pdr. sb.)

Acacia—a screw, steam, schooner-rigged tug built at East Boston, Mass.—was launched as *Vicksburg* sometime in September 1863; purchased at Boston by the Navy from C. W. Wilder on 28 October 1863; and commissioned in the Boston Navy Yard on 8 December 1863, Acting Master John D. Childs in command.

While the new tug was preparing for service in the South Atlantic Blockading Squadron, 17 Confederate agents disguised as passengers seized *Chesapeake* off Cape Cod, Mass., on 7 December 1863 as that packet was steaming from New York City to Portland, Maine. The liner's captors took her to St. John, New Brunswick, where, the next day, they landed the prize's bonafide passengers, her former captain, and most of her crew.

Word of the takeover reached Portland on the morning of the 9th and quickly spread from there. The news prompted Federal officials at northern ports along the coast to speedy action.

At 4 o'clock that afternoon, *Acacia* sailed in search of the *Chesapeake*. En route, however, she began taking on water so fast that she soon found herself "... in a sinking condition ..." and was forced to seek haven at Portland. On the morning of the 11th, Childs wired from there back to Boston, "Through the help of the fire department the *Acacia* is now alongside a wharf, where she can not sink."

While *Acacia* was undergoing repairs at Portland, other Union ships continued to hunt for *Chesapeake*. On 17 December, the recently captured blockade runner *Ella* and *Annie*—which had been hastily manned, armed, and sent to sea—finally caught up with her at Sambro, Nova Scotia. Shortly thereafter, the Northern gunboat *Dacotah* arrived on the scene; and her commanding officer prevented *Ella* and *Annie* from taking the recaptured tug back to Boston, lest such action seriously undermine relations between the United States and the British Empire. Instead, to observe diplomatic niceties, he escorted *Chesapeake* to Halifax where he asked Canadian courts to restore her to her owner. The following morning, the repaired *Acacia* arrived at Halifax

with witnesses who could identify and testify against the Southern sailors.

Her work along the Canadian coast completed, *Acacia* returned to Boston and resumed her preparation for blockade duty along the coast of the Carolinas. When ready, she proceeded south via Hampton Roads, Va., and arrived off Morris Island, S.C., on the evening of 6 January 1864. The tug served in the South Atlantic Blockading Squadron for the remainder of the war, spending most of her time near Breach Inlet in the line of Union warships outside Charleston bar. From time to time during her deployment, she had brushes with blockade runners, occasionally forcing the escaping ships to turn back into port and compelling vessels attempting to enter back out to sea.

Ironically, her greatest success came on the morning of 23 December, not when she was on her blockade station, but while she was steaming from Charleston bar to Georgetown, S.C., with provisions for screw sloop *Canandaigua*. As she was passing Cape Romain Shoal, a lookout in the masthead reported two white smokestacks close inshore. *Acacia* altered course and, "... on closing in toward the bar, discovered ... a sidewheel steamer of perhaps 400 tons. No colors could be seen." The stranger's decks were crowded with men preparing to abandon her.

Acacia continued "... in as near as the depth of water would admit and fired a shell over her." She then lowered her boats, armed them for boarding, and fired another shot over them as they approached the stranded ship. The stranded steamer then sent up white flags as her own boats began pulling toward the mouth of Alligator Creek where they escaped.

Not a soul remained on board the blockade runner when the Union sailors reached her shortly past noon. Upon boarding the prize, they learned that she was *Julia*, a fast, shallow-draft, iron-hulled vessel built in 1863 at Renfrew, Scotland—apparently for the express purpose of violating the Federal blockade. "Her engine's had been purposely disabled ..." and she was hard aground. The almost heroic efforts of the boarding party managed to get *Julia* afloat and underway on her own power shortly after daylight on the following morning, and she was ultimately sent to Key West where she was condemned by the prize court.

After the end of the Civil War, *Acacia* sailed for Philadelphia on 24 April 1865. She was decommissioned in the navy yard at that port on 12 May 1865 and sold at public auction there. Redocumented as *Wabash* on 13 October 1865, she served as a merchantman until abandoned in 1881.

Acadia

The National Park in the state of Maine, a scenic, rugged coastal area on Mount Desert Island and the most prominent elevation on the eastern seaboard.

(AD-42: dp. 21,916; l. 641'10"; b. 85'0"; dr. 24'0"; s. 20.0 k.; epl. 1,500; a. 1 5"; cl. *Yellowstone*)

Acadia (AD-42) was laid down on 14 February 1978 at San Diego, Calif., by the National Steel and Shipbuilding Co.; launched on 28 July 1979; sponsored by Mrs. Clarence R. Bryan, the wife of Vice Admiral Clarence R. Bryan, Commander, Naval Sea Systems Command; and commissioned on 6 June 1981, Capt. Brenton P. Hardy in command.

Acadia completed her outfitting at her builders yard on 6 July and then made the brief trip to the Naval Station, San Diego. After a month clearing details and getting ready, the destroyer tender embarked upon her shakedown cruise on 7 August. That voyage took her to Pearl Harbor, Hawaii, and back to San Diego where she arrived on 28 August. When the ship returned to her home port, her crew concentrated their efforts on honing their skills as repairmen; and, except for a few brief periods at sea for underway training and propulsion plant certification, *Acadia* spent the rest of the year in port at San Diego.

The destroyer tender began 1982 as a fully operational mobile repair facility of the Pacific Fleet. She provided her services at San Diego until the beginning of February when she moved to the Naval Air Station, Alameda. At the end of the month, she steamed back to San Diego. Late in May, the ship embarked Naval Academy and NROTC midshipmen for their summer training cruise. On 14 June, *Acadia* stood out of San Diego on her



Acadia (AD-42), carries out repairs to the damaged guided-missile frigate *Stark* (FFG-31), at Bahrein in late May 1987, the latter the victim of an apparently accidental attack by an Iraqi "Mirage." (NH 96633)

way to Hawaii. The destroyer tender repaired ships of the Pacific Fleet at Pearl Harbor from 22 June to 25 July. Returning to San Diego in August, she spent the remainder of the year in the immediate vicinity of her home port. Though she put to sea occasionally for training purposes, the majority of the time, she was in San Diego doing repair work for the fleet.

In December of 1982, *Acadia* began preparations for the first overseas assignment of her career. On 4 January 1983, the destroyer tender put to sea for a journey that took her not only to the Orient but into the Indian Ocean and to the east coast of Africa as well. *Acadia* stopped at Pearl Harbor between the 12th and the 14th and, after another 10 days at sea, arrived in Yokosuka, Japan, on the 24th. *Acadia* remained at Yokosuka for almost a month then visited Sasebo before setting a course for the Philippines on 23 February. The ship entered Subic Bay, Luzon, on 27 February and performed repairs until 3 March when she put to sea for duty in the Indian Ocean. She reached the American outpost on Diego Garcia Island on 13 March and worked at that location for 16 days. On the 29th, *Acadia* headed for the east coast of Africa. She visited Mombasa, Kenya, from 4 to 11 April; called at Mogadishu, the capital of Somalia, between the 13th and the 16th; and paused overnight at Al Masirah, an island off the coast of Oman near the Horn of Africa, on 22 and 23 April. The destroyer tender returned to the base at Diego Garcia on 29 April and spent the next month there repairing warships on duty in the troubled waters of the Arabian Sea and the Persian Gulf.

On 2 June 1983, *Acadia* departed Diego Garcia on her way to Pattaya, Thailand. The ship arrived at Pattaya on 11 June. For

the rest of the deployment, she operated in Far Eastern waters proper. From Pattaya, she steamed back to Subic Bay where she provided repair services to ships of the 7th Fleet during the latter part of June. During July, *Acadia* called at Hong Kong, Pusan in Korea, and at Sasebo, Japan. On 16 July, the destroyer tender stood out of Sasebo on her way back to the United States. She took the usual break in the transpacific voyage at Pearl Harbor between the 27th and 29th and reentered San Diego harbor on 4 August.

Acadia remained at San Diego for about two months after her return from the Orient. Post-deployment standdown consumed the first month, but she got back to work providing repair service during the second. Near the middle of October, the destroyer tender voyaged north to Bremerton, Wash., where she carried on her duties until 4 November. Returning south by way of San Francisco, *Acadia* reached San Diego again on 12 November. She resumed repair work at San Diego upon her return and remained so occupied through the end of 1983 and well into 1984. In fact, the ship did not get underway again until late in March 1984 when she put to sea for three days in the southern California operating area. She returned to port on 23 March and resumed repair work until June. During the week of 11 to 18 June, *Acadia* made the round-trip to Monterey and back. In July, she participated in a midshipman summer training cruise and, in August, carried out refresher training in the local operating area. During the remaining months of 1984, the destroyer tender concentrated on repair work and preparations for her second deployment overseas.

Acadia embarked upon the voyage to the Far East on 5 Janu-

ary 1985. She stopped over in Pearl Harbor from the 12th to the 14th and then resumed her journey west. Steaming by way of Guam, the destroyer tender arrived in Subic Bay on 2 February. She conducted repairs there for about a week and voyaged to Hong Kong for a port visit. The ship returned to Subic Bay during the latter part of February and stayed there until 8 March. At that time, she headed for Japan. During March, she called at Sasebo and at the Korean ports of Pusan and Chinhae. On the 28th, the tender returned to Japan at Yokosuka. *Acadia* spent the remainder of her tour of duty with the 7th Fleet at Yokosuka carrying out an extremely heavy schedule of repairs on warships assigned to that fleet. On 12 June, she set out upon the voyage home. *Acadia* stopped at Pearl Harbor as usual and pulled into San Diego on 3 July. After a month of leave and upkeep, the destroyer tender began preparations for her first regular overhaul. On 16 September, she moved to the yard of South West Marine in San Diego where she underwent repairs until mid-December.

Holiday leave and upkeep occupied the last half of December 1985, but *Acadia* launched into a full schedule of repair services in January 1986. Except for occasional brief periods at sea and a port visit to San Francisco in June, she remained at San Diego until September. Early in the month she put to sea for refresher training and, on the 28th, embarked upon the passage to Alameda. *Acadia* arrived at the Naval Air Station, Alameda, on 1 October and began a busy six weeks of repair work there. The destroyer tender returned to San Diego in the middle of November and spent the remainder of 1986 in preparations for overseas movement.

Although originally slated to deploy in January 1987, *Acadia* provided repair services to ships in the San Diego area into the spring. On 14 April, the tender sailed for the western Pacific, and after touching at Pearl Harbor (21-22 April) and Subic Bay (8-18 May), was en route to Diego Garcia when she was rerouted to the Persian Gulf.

An Iraqi Mirage F.1 had mistakenly attacked and severely damaged the guided missile frigate *Stark* (FFG-31) on 17 May 1987. The crippled ship had limped into Bahrain, where *Acadia* was dispatched soon thereafter. Between 1 and 27 June, *Acadia*

provided berthing, messing, and repair services to *Stark*, "doing what she (*Acadia*) was designed to do, providing forward deployed support and battle damage repair"

Accelerate

(ARS-30: dp. 400; l. 129'6"; b. 32'; dr. 14'; s. 12 k.; a. 2 6-pdrs.)

Accelerate (ARS-30) was a steam-propelled mooring tender built in 1921 by Kyle & Purdy, City Island, N.Y., as *Toteco* for the International Petroleum Co. Either late in 1929 or early 1930, the vessel was acquired by Elmer D. Walling of Montclair, N.J., and renamed *Walling*. After the United States entered World War II, the Navy acquired her at New York City from Mr. Walling on 2 April 1942; classified her as a salvage vessel, ARS-30, on 11 April 1943; and simultaneously renamed her *Accelerate*. No conversion was deemed necessary to prepare her for Navy use. Between these last two events, she may have been used privately by the Merritt, Chapman, Scott Co. because the Navy accepted her back from the company on 5 September 1946.

Records on the ship's naval career are scarce and in some matters confusing, if not contradictory. It appears that *Accelerate* was assigned to the 3d Naval District throughout her service in the Navy. She was apparently operated under contract with the Navy by the Merritt, Chapman, and Scott Co. in waters near New York City. Some evidence exists indicating that the salvage vessel was placed in commission on 15 March 1945; but, if so, no logs of her service have been found, and no record of her decommissioning has survived.

The Navy declared the vessel surplus in February 1946 and her name was stricken from the Navy list on 7 February 1947. On 28 August 1947, the ship was transferred to the War Shipping Administration of the Maritime Commission for disposal.

The ship was sold in 1948 to C. Pateras and G. Glyptis of Venezuela. Soon renamed *Marigo*, she served several owners under the Venezuelan flag, bearing the names *Marigo* and *George*. In the late 1970's, she was registered as *George* and owned by *Maritima Venezolana de Navegacion, S.A.*



Accentor (AMc-36), 8 June 1943, displaying her full coastal minesweeper designation, AMc-36, on her hull. Note the two .50-caliber machine guns amidships, and the sweep wire reel on her fantail. (80-G-71254)



Accokeek (ATA-181), underway in the Delaware River near the Philadelphia Naval Shipyard, 18 July 1966, her crew at quarters, as photographed by Bruno T. Wojciechowski. (NH 92281)

Accentor

A bird of the genus *Pruella*, most notably the hedge sparrow.

I

(AMc-36: dp. 221; l. 97'6"; b. 22'6"; dr. 8'11"; s. 10 k.; cpl. 17; a. 2 .50-cal. mg.; cl. *Accentor*)

The first *Accentor* (AMc-36) was laid down on 21 January 1941 by W. A. Robinson, Inc., Ipswich, Mass.; launched on 10 May 1941; sponsored by Mrs. W. A. Robinson; and commissioned at the Boston Navy Yard on 24 July 1941, Lt. (jg.) Gordon Abbott in command.

Following outfitting there and shakedown training in nearby waters and off the Virginia capes, the coastal minesweeper arrived at Portland, Maine, on 26 September and reported to the commanding officer of Mine Division 26 for duty in the inshore patrol. For almost one year—but for a month of availability at the Boston Navy Yard from 18 March to 17 April 1942—she performed her duties of streaming and sweeping for mines. During this time, the United States entered World War II on 7 December 1941.

In mid-August 1942, orders arrived directing *Accentor* to proceed via Boston to Annapolis, Md., for minesweeping tests in the Chesapeake Bay. She departed Portland on the 22d and reached the Naval Academy six days later. She was decommissioned there on 1 September and simultaneously placed in service. She spent the remainder of her naval career operating in the Chesapeake Bay region, for the most part under the auspices of the Naval Mine Warfare Proving Ground, Solomons Island, Md.

After World War II ended and most postwar minesweeping tasks had been completed, *Accentor* was placed out of service on 14 June 1946 and, a week later, declared surplus to the Navy needs. Struck from the Navy list on 3 July 1946, she was transferred early in October 1946 to the Maritime Commission for disposal and sold to Higgins, Inc., of New Orleans, La. She was delivered to that company at Lake Charles, La., on 9 October 1946.

II

(LCIL-652: dp. 387 (f.) (lim.); l. 159'0"; b. 23'8"; dr. 5'8"; s. 14.4 k.; cpl. 40; a. 5 20mm.; cl. *LCIL-641*)

The second *Accentor* was laid down as *LCIL-652* on 10 June 1944 at Barber, N.J., by the New Jersey Shipbuilding Corp.; launched on 13 July 1944; and commissioned on 19 July 1944.

After shakedown training during the summer of 1944, the large infantry landing craft joined the Pacific Fleet. She operated in various rear areas of the Pacific Ocean through the end of World War II and, after Japan capitulated in mid-August 1945, continued similar activity into the summer of 1946. On 19 July of that year, *LCIL-652* was placed out of commission and was berthed with the Columbia River Group of the Pacific Reserve Fleet. While inactive during the remainder of her Navy career, she was redesignated *LSIL-652* on 28 February 1949. Late in October 1950, the ship was nominated for conversion to an underwater mine locator ship. Accordingly, she was named *Accentor* and redesignated *AMCU-15* on 7 March 1952. In May 1952, she was reassigned from the Columbia River Group to the Bremerton Group in preparation for her reconditioning.

However, *Accentor* never returned to active service. Her conversion was cancelled on 22 January 1954, and she remained inactive at Bremerton. On 1 July 1954, her name and new classification were also cancelled, and she reverted to *LSIL-652*. She was struck from the Navy list on 18 September 1956 and was sunk as a target on 13 August 1958 about 70 miles off the Strait of Juan de Fuca.

Accohanoc

An American Indian tribe of the Powhatan confederacy. The *Accohanoc* originally inhabited the region that is now Accomac and Northampton Counties in Virginia.

(YTB-545: dp. 260; l. 100'0"; b. 25'0"; dr. 9'7" (f.); s. 12 k.; cl. *Hisada*)

Accohanoc (YTB-545) was laid down on 12 April 1945 at Morris Heights, N.Y., by the Consolidated Shipbuilding Corp.; launched on 9 July 1945; and delivered to the Navy on 28 December 1945. By that time, however, World War II had ended; and the Navy's need for all types of ships had greatly diminished. Consequently, instead of joining the Fleet, the large harbor tug was placed in reserve at Green Cove Springs, Fla., and remained inactive for 16 months. She was finally placed in service in May of 1947, for

duty in the 7th Naval District, plying the waters of Florida. When the 7th Naval District was dissolved on 1 September 1948, *Accohanoc* reported to the commandant of its successor, the enlarged 6th Naval District. That assignment endured for almost 40 years. In February 1962, the tug was reclassified a medium harbor tug and redesignated YTM-545.

In February 1987, *Accohanoc* was placed out of service, and her name was struck from the Navy list. As of mid-1987, she was awaiting transfer to some unspecified agency.

Accokeek

An Indian tribe—long extinct—which lived in an area of Maryland now the site of Prince Georges County.

(ATA-181: dp. 835; l. 143'; b. 33'10"; dr. 13'3"; s. 13 k.; cpl. 45; a. 1 3", 2 20mm.; cl. ATA-121)

The auxiliary ocean tug ATA-181 was laid down on 15 June 1944 at Orange, Tex., by the Livingston Shipbuilding Co.; launched on 27 July 1944; and commissioned on 7 October 1944, Lt. C. M. Lacour in command.

After shakedown, she sailed for the Pacific, transiting the Panama Canal early in January 1945 and stopping in Hawaii in March. Resuming her voyage west, the tug arrived at Guam on 25 March, a week before the assault on Okinawa. For the rest of the war, ATA-181 aided warships damaged in that campaign, towing them from combat into Kerama Retto and thence to bases in the Marianas and in the Western Carolines.

She stayed in the Far East after the war providing towing and salvage support for the American occupation forces. On 15 October, a severe typhoon struck the anchorage at Okinawa and drove ATA-181 aground; but the tug escaped heavy damage and soon returned to duty. Her Far Eastern assignment ended early in the summer of 1946, and she began the long voyage to the east coast of the United States. Steaming via Pearl Harbor, San Francisco, and the Panama Canal, ATA-181 reached Philadelphia on 20 November.

Over the next 26 years, she carried out a variety of missions for the Atlantic Fleet. On 16 July 1948, she became *Accokeek*. While she operated most often along the eastern seaboard and in the West Indies, her work also took her to such widely separated locations as Labrador, Ascension Island, and even inland to Lake Michigan. Philadelphia served as her home port through most of her postwar career, but that changed on 30 June 1969 when *Accokeek* was reassigned to Little Creek, Va. The tug operated from that base for the remaining three years of her Navy service. Decommissioned at Norfolk on 29 June 1972, *Accokeek* was transferred to the Maritime Administration on 19 September 1972 for layup in its National Defense Reserve Fleet (NDRF). At the end of 1987, *Accokeek* still appeared on the Navy list and remained at the NDRF facility at James River, Va.

As ATA-181, *Accokeek* earned one battle star in World War II.

Accomac

A county in Virginia and the town which serves as its seat of government. It is the northernmost of the two Virginia counties that occupy the southern portion of the Delaware-Maryland-Virginia peninsula that constitutes the eastern shore of the Chesapeake Bay.

I

(Tug: dp. 187; l. 90'0"; b. 19'0"; dr. 9'0" (mean); s. 10 k.; cpl. 12; a. 1 6-pdr.)

El Toro—a tug constructed in 1891 at Newport News, Va., by the Newport News Shipbuilding & Dry Dock Co.—was acquired by the Navy on 26 March 1898, renamed *Algonquin*; and commissioned on 2 April 1898, Ens. W. S. Crowley in command.

After being outfitted at the New York Navy Yard, the tug reported for duty with the North Atlantic Squadron at its base at Key West, Fla., on 13 April. On 15 June 1898, she was renamed *Accomac*. The vessel served at Key West through the

end of the year. In January 1899, she was reassigned to the Cuban occupation forces and was based at Havana, Cuba.

Between late 1900 and December of 1911, the small ship successively served as a yard tug at Port Royal, S.C.; Key West, Fla.; and Pensacola, Fla. On 4 December 1911, *Accomac* arrived at the Boston Navy Yard where she spent the remainder of her active career. In July 1920, when the Navy adopted the alphanumeric system of hull designations, *Accomac* received the hull number YT-18. At about the same time, she was renamed *Nottoway*. On 5 October 1942, her name was cancelled, and she became simply YT-18. On 15 May 1944, the tug was redesignated a small harbor tug, YTL-18. She served at Boston as a yard tug through the end of World War II. YTL-18 was placed out of service at Boston on 3 April 1946, and her name was struck from the Navy list on 17 April 1946. On 15 October 1946, she was sold to Mr. Arthur M. Hall, of Boston, Mass., presumably for scrapping.

II

(LST-710: dp. 4,080 (f.); l. 328'0"; b. 50'0"; dr. 14'1"; s. 11.6 k. (tl.); cpl. 119; a. 8 40mm.; cl. LST-542)

The second *Accomac* (APB-49) was laid down on 13 May 1944 at Jeffersonville, Ind., by the Jeffersonville Boat & Machine Co. as LST-710; launched on 28 June 1944; sponsored by Mrs. Maude B. Schrieker; and commissioned on 24 July 1944.

LST-710 served in the Asiatic-Pacific theater during World War II and participated in the invasion of Luzon carried out at Lingayen Gulf in January 1945. By the following summer, she had returned to the United States at San Diego where she began conversion to a self-propelled barracks ship. On 1 August 1945, she was named *Accomac* and was redesignated APB-49.

Accomac continued conversion work and remained at San Diego until 8 September when she got underway for Adak, Alaska. The barracks ship arrived at her destination on the 21st and began taking on cargo and mail. She stood out of Adak two days later and shaped a course for Japan. On 3 October, she anchored in Ominato Ko, Japan. Two weeks later, she moved to Aomori Wan where she remained for over a month. On 21 November, the ship left Aomori Wan for Yokosuka, arriving there on the 25th. She ended the old year, 1945, at Yokosuka. On 14 February 1946, *Accomac* weighed anchor and set course for Sasebo where she arrived four days later. The ship remained there until 3 March at which time she got underway for the United States. After 27 days at sea, the barracks ship reentered San Diego on 30 March. She remained there until decommissioned on 9 August 1946.

She was berthed with the Pacific Reserve Fleet at San Diego for over 12 years. Though no date for her strike from the Navy list has been found, this probably occurred late in 1959. On 7 December 1959, she was sold to the Union Minerals & Alloys Corp., of New York City, for scrapping.

Accomac (APB-49) earned one battle star for her World War II service as LST-710.

III

(YTB-812: dp. 356 (f.); l. 109'; b. 31'; dr. 14'; s. 12 k.; cpl. 12; cl. *Natick*)

The third *Accomac* (YTB-812) was laid down on 12 January 1971 at Sturgeon Bay, Wis., by Peterson Builders, Inc.; launched on 8 June 1971; and delivered to the Navy on 17 November 1971. Placed in service during December 1971, the large harbor tug began duty in the 12th Naval District sometime in 1972. She was still serving actively at the beginning of 1987.

Acedia

A flatfish of the West Indies.

The name *Acedia* was assigned on 23 August 1942 to the *Balao*-class submarine SS-309, but was changed to *Aspro* (g.v.) on 24 September 1942, a little over three months prior to keel-laying.



Achelous (ARL-1), 19 February 1945, steams beneath the Cooper River Bridge, Charleston, S.C., in Measure 31 camouflage (dull black, ocean green and Navy green). Note the large A-frame on the starboard side, for hoisting damaged landing craft on board for repairs, and the booms stepped port and starboard for handling cargo. (19-N-78643)

Achelous

A Greek river god whose name has been given to the largest river in Greece. *Achelous*—the eldest son of Oceanus and that titan's sister, Tethys—is usually depicted as a bull with a human head.

(ARL-1: dp. 4,100; l. 328'; b. 50'; dr. 11'2"; s. 11.6 k.; cpl. 255; a. 1 3", 8 40mm., 8 20mm.; cl. *Achelous*)

Achelous (ARL-1) was laid down as *LST-10* at Pittsburg, Pa., on 15 August 1942 by the Dravo Corp.; launched on 25 November 1942; sponsored by Mrs. George F. Wolfe, the wife of the chief engineer of the Dravo Corp.; named *Achelous* and redesignated ARL-1 on 13 January 1943; and commissioned at Baltimore, Md., on 2 April 1943, Capt. B. N. Ward in temporary command.

Later that day, command of the landing craft repair ship passed to Lt. Walter Ringies. *Achelous* held shakedown in Chesapeake Bay; stopped at Norfolk, Va., on 22 April to take on supplies on 28 April; and sailed on the 28th with a convoy bound for North Africa. She paused in Bermuda from 2 to 9 May and arrived in Oran, Algeria, on 26 May.

Achelous moved to Bizerte, Tunisia, on 1 June and remained there until 14 July providing varied services to landing craft. Following the Allied invasion of Sicily, *Achelous* moored at Licata, Sicily, from 15 July through 14 August performing repair work. She returned to Bizerte on 15 August and, in the next three days, underwent two enemy air raids. During the second raid, *Achelous'* guns assisted in downing two German planes.

Achelous spent one week in mid-September at Palermo, Sicily.

She got underway with Convoy UGS-19 on 16 October; reached Port Said, Egypt, on 23 October; and transited the Suez Canal on 25 October. The repair ship then headed for Massawa, Italian Eritrea, where she arrived on 31 October. The next day, she entered a British-owned floating drydock at Massawa. The ship left the drydock on 4 November and got underway for India. She arrived at Calcutta in early December and spent approximately one month providing services in the China-Burma-India theater.

In early 1944, *Achelous* left India and sailed to the Mediterranean to support operations along the Italian coast. She remained at these duties for seven months. In July, the landing craft repair ship began preparations for the assault on the southern coast of France. In mid-August, she dropped anchor off the French coast and set up a pontoon drydock to service landing craft used in the invasion. These duties occupied her through most of 1944.

Late in the year, the repair ship was reassigned to the Pacific and began her voyage via the Strait of Gibraltar and the Panama Canal to her new area of operations. She transited the Panama Canal on 7 March 1945 and proceeded to Eniwetok, where she arrived on 24 April. *Achelous* then was assigned to support the invasion and occupation of Okinawa, her last combat operation of World War II.

Following the war, *Achelous* returned to the west coast. She was placed out of commission in reserve in January 1947 and berthed in the Columbia River Group of the Pacific Reserve Fleet. *Achelous'* name was struck from the Navy list on 1 June 1973, and the ship was sold on 21 January 1974 to Overseas Shipyard, Ltd, of Hong Kong for scrapping.

Achelous earned two battle stars for World War II service.

Achernar

The brightest star in the southern constellation Eridanus with a magnitude of .6. It is at least 200 times more luminous than the sun and one of the 10 brightest stars in the sky. It is about 118 light-years from the Earth.

(AKA-53: dp. 14,200; l. 459'2"; b. 63'; dr. 26'4"; s. 16.5 k.; cpl. 429; a. 1 5", 8 40mm., 18 20mm.; cl. *Andromeda*; T. C2-S-B1)

Achernar (AKA-53) was laid down under a Maritime Commission contract (MC hull 208) on 6 September 1943 at Kearney, N.J., by the Federal Shipbuilding and Drydock Co.; launched on 3 December 1943; sponsored by Mrs. Adela Rogers St. John; acquired by the Navy on 29 January 1944; and commissioned on 31 January 1944, Comdr. H. R. Stevens in command.

Following conversion and fitting out at the New York Navy Yard, the attack cargo ship got underway on 28 February and held shakedown in the Chesapeake Bay. On 13 March, she arrived at Staten Island, N.Y.—where she loaded cargo and embarked Army personnel for transportation to Great Britain—and stood out to sea on the 19th, with Convoy CU-18. She arrived at Swansea, Wales, on 30 March and spent the next two months transporting cargo and personnel between various ports in the United Kingdom in preparation for the Normandy invasion.

The last week in May found *Achernar* in Plymouth, England. On 1 June, she was designated the 1st Army's headquarters ship. On 6 June, she steamed across the English Channel and, at 1609, anchored in her preassigned position in Baie de la Seine, France. For the next few days, she acted as a nerve center for troops fighting for a foothold in France. On 11 June, the 1st Army's headquarters disembarked; and, at 1148, *Achernar* got underway for England. After a three-day respite in Plymouth, the ship moved to Roseneath, Scotland, to take on the cargo and personnel of two construction battalions. On 19 June, she returned to Plymouth to onload materials to repair damaged assault craft and, on 22 June, got underway for the assault area in France. While on station, she underwent several enemy air attacks. The cargo ship again left the French coast on 29 June to return to England and arrived in Plymouth on 1 July. On 5 July, the ship was ordered to sail as a part of Task Group (TG) 120.6, which was bound for the Mediterranean to support the invasion of southern France. The ship entered the harbor at Oran, Algeria, on 10 July; but, six days later, sailed to Naples. After loading operations there, she switched to an anchorage at Castellamare, Italy, on 2 August. Here, she embarked personnel of the 36th Division and proceeded to sea on the 13th for the assault in southern France. On the morning of 15 August, her crew commenced discharging her cargo and sending it to the beaches. The next day, after finishing the delivery of cargo, she received casualties on board and embarked 13 German prisoners of war before getting underway at 2100 to return to Naples.

For the next two months, *Achernar* continued making trips from Naples and Oran to points along the southern coast of France. On 25 October, she sailed from Oran westward through the Strait of Gibraltar towards the United States. She arrived at Hampton Roads on 8 November and underwent repairs and overhaul at the Norfolk Navy Yard. On 7 December, *Achernar* got underway for a brief period of trials and exercises in Chesapeake Bay. The ship returned to Norfolk on 11 December, took on cargo, and got underway on 18 December. She transited the Panama Canal on Christmas Day 1944 and arrived at Pearl Harbor on 10 January 1945.

Following tactical maneuvers off Oahu from 17 to 19 January, the cargo ship began loading cargo on 12 February and put to sea on the 18th. *Achernar* stopped at Eniwetok on 26 February, Kossol Roads on 4 March, and anchored in San Pedro Bay, Philippine Islands, from 15 to 20 March, before arriving off Okinawa on 1 April to support the seizure of that key island. At 0043 the next day, a Japanese suicide plane hit the attack cargo ship's starboard side; and, almost simultaneously, a bomb exploded on her port side. Fires broke out, and the ship began listing slightly to port. *Achernar* lost five crew members killed and 41 injured.

By 0100, the fires were out and the list had been corrected. At 1525, the battered ship transferred her casualties to *Solace* (AH-5) and proceeded to anchor off Hagushi beach, where temporary repairs began. On the morning of 3 April, *Achernar* moved to Kerama Retto to begin unloading her cargo. She remained at Okinawa until 19 April, when she sailed for the United States via

Ulithi and Pearl Harbor. The vessel arrived at San Francisco on 13 May and began offloading ammunition and fuel. Two days later, she entered drydock for repairs and overhaul. She got underway again on 10 July for shakedown along the California coast. On 4 August, *Achernar* left San Francisco to return to Pearl Harbor, where she arrived a week later and immediately began discharging her cargo. She was still in Hawaii when hostilities ended on the 15th. *Achernar* then shuttled personnel and equipment between Japan, various other Pacific islands, and took part in "Magic Carpet" operations, returning veterans to the United States.

On 28 November, *Achernar* arrived in Seattle. One week later, S.S. *H. H. Raymond* collided with her during a storm. As a result of the damage she sustained in the accident, *Achernar* entered drydock on 22 December for repairs.

Achernar got underway again on 16 January 1946 and resumed operations between the west coast and various ports in the Far East and the Pacific. When the Military Sea Transportation Service was formed on 1 October 1949, she was one of a group of attack cargo ships selected for service in the new organization. At the outbreak of the Korean War, *Achernar* was completing overhaul at the Hunters Point Naval Shipyard. She got underway on 7 July 1950 and soon began unloading troops and cargo for transportation to the war zone. On the 14th, the ship joined TG 53.7 and sailed for Japan. She unloaded her cargo at Kobe, Sasebo, and Yokosuka. On 22 September, she left Japan and proceeded to Inchon, Korea, to support nearby ground operations.

After American forces had liberated the territory near Inchon and Seoul, elements of the 1st Marine Division and their equipment were loaded on board *Achernar* for landing on the east coast of Korea at Wonsan. She sailed as part of TG 90.2 and arrived in Wonsan on 25 October. She unloaded her passengers and proceeded to Moji, Japan, arriving there on 31 October. There, she took on men of the 2d Infantry Division for transportation to Wonsan. Following this mission, she returned to Yokosuka on 20 November.

The attack cargo ship was then ordered to report back to the United States. She left Japan on 27 November accompanying *Brush* (DD-745) and *Mansfield* (DD-728)—both of which had been damaged by mines—ready to assist them, if necessary. They made brief stops at Midway and Pearl Harbor before reaching San Francisco on 17 December.

Following a short availability period, *Achernar* went to Port Hueneme, Calif., on 18 January 1951 to onload cargo and personnel for transportation to the Aleutians. After unloading at Amchitka, she visited Adak, Whittier, Alaska, and Kodiak Island to pick up cargo to be returned to Seattle. On 17 March, *Achernar* set course for Norfolk. She transited the Panama Canal on the 26th; paused at Morehead City, N.C., on 1 April; and finally arrived at Norfolk on 3 April. The ship was assigned to the Amphibious Force, Atlantic Fleet, and took part in various fleet exercises and cargo runs in the Caribbean and along the east coast. On 18 February 1956, *Achernar* was decommissioned; placed in reserve; and berthed at Orange, Tex.

Achernar was placed back in commission at New Orleans on 1 September 1961. She arrived at Norfolk on 1 December 1961 and became a unit of Amphibious Squadron 6, Atlantic Fleet. *Achernar* held shakedown in the Caribbean and spent the remainder of her career conducting various training exercises in the Virginia capes operating area.

Achernar was placed out of commission on 1 July 1963 and transferred to the Maritime Administration. She was reacquired by the Navy on 29 January 1964 but saw no active service before she was transferred to the government of Spain on 2 February 1965. She served the Spanish Navy as *Castilla* (TA-21) until scrapped in 1982.

Achernar received three battle stars for World War II service and three battle stars for Korean War service.

Achigan

A French-Canadian rendering of the word *ashigan* which, in Chippewa and Algonquin dialects, is the name of the small mouth bass.

(YTB-218: dp. 410; l. 110'0"; b. 27'0"; dr. 11'4"; s. 12 k.; cpl. 12; a. 2 .50-cal. mg.; cl. *Cahto*)

Achigan (YT-218) was laid down on 23 July 1943 at Ipswich, Mass., by W. A. Robinson, Inc.; redesignated a large harbor tug and reclassified YTB-218 on 15 May 1944; launched on 4 October 1944; and placed in service on 9 January 1945.

Assigned to the 4th Naval District, *Achigan* spent most of her naval career at the Philadelphia Naval Shipyard. On the afternoon of 8 January 1946, she sank at Philadelphia as a result of a collision with *General J. C. Breckenridge* (AP-176). Later salvaged, the tug returned to service at Philadelphia in mid-1947. *Achigan* served there until the summer of 1956 when she was transferred to the 6th Naval District. The meager record of her service indicates that the tug served in the 6th Naval District into 1957 and was disposed of later that year.

Achilles

A character in Homer's epic poem, the *Iliad*. Achilles—the son of Peleus, King of the Myrmidons, and of Thetis, daughter of Nereus—occupied a position of preeminence among the Greek warriors who besieged Troy.

The single-turret, shallow-draft *Casco*-class monitor *Modoc* (q.v.)—launched on 21 March 1865 and completed in June 1865 at the New York Iron Shipyard, New York, N.Y., by Jeronimus H. Underhill—was renamed *Achilles* on 15 June 1869, but reverted to *Modoc* on 10 August of the same year.

(LST-455: dp. 4,100; l. 328'0"; b. 50'; dr. 11'2"; s. 11.6 k.; cpl. 255; a. 1 3", 1 40mm., 6 20mm.; cl. LST-1)

The unnamed tank landing ship, *LST-455*, was laid down on 3 August 1942 at Vancouver, Wash., by the Kaiser Co., Inc.; launched on 17 October 1942; and commissioned at her builder's yard on 30 January 1943, Lt. Clarence Cisin, USNR, in command.

Adjudged ready for service, *LST-455* sailed from San Diego on 20 February for San Francisco and shifted thence to Hunters Point, and, later, to the Mare Island Navy Yard, Vallejo, Calif., where she completed fitting out and manning. She cleared the Golden Gate on 8 March, bound for the South Pacific and, a month and a day later, arrived in Samoan waters, en route to Australia. She ultimately reached Sydney, New South Wales, via Wellington, N.Z., on 2 May 1943. However, while she had been en route, plans were made that would significantly change her operations in the years that lay ahead.

Amphibious assaults on Japanese-held islands in the South and Southwest Pacific theater had involved virtually hundreds of landing craft of all types and sizes, ranging from small craft to infantry landing craft and tank landing craft (LCI's and LCT's, respectively). Since these specialized assault craft, of comparatively light construction, could not be repaired with the few facilities and men available to them alone, orders went out that several tank landing ships would be converted to special landing craft repair ships (later classified as ARL).

However, modifying existing LST's in stateside yards required time—a critical commodity in the fairly steady pace of the amphibious island-hopping campaigns—that the forces fighting at the front did not have. At this point, *LST-455*, then in Australian waters, came under the gaze of these amphibious planners.

In one month, lathes, welding machines, as well as cutting outfits and repair tools for the necessary types of craft, were installed on board. Departmental shops of many kinds—ranging from machine shops to motor repair work, to shipfitting, to metalsmith, to electric, and radio repair, took shape in what had once been the cavernous tank deck. Experienced personnel, trained in ship repair work, were assigned to the ship and almost doubled the size of her complement. Ready for service by the latter part of May 1943, the former tank landing ship departed Australian waters, bound for New Guinea, and arrived at Milne Bay on 2 June 1943. She immediately commenced the work for which she had been converted, repairing LCI's under the guidance of the repair officer of *Rigel* (AR-11). In a comparatively short span of time, *LST-455*'s men, eager and capable, enabled their ship to receive letters of commendation for her efficient work.

While she lay at Milne Bay, further alterations changed the ship's topside appearance: two evaporators were placed on her deck, enabling her to produce potable water for thirsty ships and

craft; and a long deckhouse was added amidships. This work was done by the ship's force, working almost 'round the clock. Two king posts for hoisting supplies and gear on board were also added, forward, just abaft the elevator to the old tank deck. *LST-455*, in the words of her chronicler, "was the front line experiment for landing craft repair ships and as a result of her needs other ships could be more properly fitted out." Meanwhile, according to that historian, her men were developing a special pride for their ship.

On 4 September 1943, Vice Admiral Daniel E. Barbey's 7th Fleet Amphibious Forces put Australian troops ashore on the Huon Peninsula, near Lae, New Guinea. *LST-455* moved up to support these operations from Morobe Bay and, at 1100 on 12 September, lay anchored there among the Allied ships, presenting a tempting target by virtue of the nest of LCI's alongside. Nine Japanese dive bombers, escorted by nine "Zero" fighters, attacked the shipping in Morobe Bay and singled out *LST-455* for attention, scoring a direct hit aft. A large bomb hit the stern, passed through the galley, and exploded in the crew's quarters, aft, starting fires and trapping men in the after steering room. Determined sailors battled the blaze and cut through bulkheads to rescue the trapped men. The damage control measures were directed by the ship's commanding officer, Lt. E. A. Peterson, USNR (who had relieved Lt. Cisin in August) and won him a Navy Cross for personal heroism.

Although she had been heavily hit, *LST-455* shot down two of the attackers. By nightfall, her men had extinguished the blaze and commenced initial repairs. She had suffered the loss of 18 men killed; 11 were wounded; and six men were missing. *Sonoma* (ATO-12) then towed *LST-455* to Milne Bay where the repair ship was berthed alongside *Rigel*. However, the need for *LST-455*'s services was so urgent that she was soon back to work repairing LCI's even though her own severe damage had not yet been fully corrected.

In March 1944, *LST-455* received orders to proceed to Buna, New Guinea, to ready landing craft for the impending invasion of western New Guinea. In May, she shifted to Alexishafen, New Guinea, and over the ensuing weeks tended her charges there, and at Sek Harbor and Bostran Bay. For her work on two flotillas of LCI's, the ship received commendation from Vice Admiral Barbey, commanding the 7th Fleet's Amphibious Forces.

On 21 August, the ship was named *Achilles* and reclassified officially as a landing craft repair ship, ARL-41. Soon thereafter, she proceeded north to participate in the reconquest of the Philippine Islands.

Achilles sortied from Hollandia with the first reinforcement group in the invasion of Leyte, reached Philippine waters on 20 October, and anchored off Dio Island on the morning of the 22d. Over the ensuing days, *Achilles* tended LCI's off the beachhead, often only 1,000 yards from the shore, shifting her anchorage daily at sunset to prevent Japanese reconnaissance planes from pinpointing her position.

As the invasion proceeded, all Service Force ships were shifted to anchorages off Samar, in San Pedro Bay. There *Achilles* saw daily evidence of a new weapon unveiled by the Japanese in their relentless attempt to disrupt the American offensive—the kamikaze ("Divine Wind"), planes flown by Japanese pilots on one-way missions of destruction.

During the first four days of November, the weather provided a respite from the kamikaze, although it came in the form of a typhoon which buffeted the ship. When the clouds finally cleared, the kamikaze returned. Around 1300 on 12 November, after sporadic alerts during the morning, *Achilles* received a warning that bogeys (enemy aircraft) were in the vicinity. The ship immediately went to general quarters to watch and wait as before. Lookouts soon pinpointed three "Zekes" (Mitsubishi A6M5 "Zero" fighters) heading on a course that would take them across *Achilles*' bow. As the landing craft repair ship's forward guns commenced firing, one plane passed ahead; the second, however, turned tightly and commenced a dive straight at *Achilles* as she and the four LCI's moored to her lay immobile.

The repair ship's gunners scored hits on the diving plane, but could not stop the suicider which crashed into the ship, forward, its motor tearing through the main deck. The plane itself hit the forward deckhouse in the carpenter shop, where number one repair party had gathered at its battle station. After the deafening explosion that wiped out the repair party, orange-red flames (caused by gasoline from the burning aircraft) swept across the weather deck, while parts of the "Zeke" tumbled through the

air, some landing 250 yards astern. Fires immediately spread, their progress unchecked due to the disruption of the forward fire mains upon impact of the airplane.

By sunset, damage control parties had extinguished the flames and had turned to the grisly task of accounting for the casualties. The kamikaze crash had killed 19 men and wounded an additional 28; 14 men were unaccounted for, many of these literally blown to bits in the explosion that followed the suicider's impacting the ship. Yet, as the ship's chronicler wrote later: "The bravery and coolness of the men battling the fires and helping the wounded makes one proud of the *Achilles*' crew . . ." Exemplifying this bravery was Ray Dunwoody, a civilian technician, whose conduct had earned him the recommendation for a Navy Cross. Although regulations did not permit the award of such a decoration to a civilian, Dunwoody did, in fact, later receive a commendation letter in which his heroism was recognized fully.

Although now unable to perform the full range of services she had been providing—since the fires following the kamikaze crash had claimed her stock of spare parts—*Achilles* remained in San Pedro Bay until 27 November, doing what she could. On that day, she headed for Hollandia, where she received repairs to the damage wreaked by the kamikaze and took on a load of spare parts before continuing on to Manus in the Admiralties. There, she picked up more supplies before returning to Hollandia to resume tending landing craft.

In the latter half of February 1945 and early March, *Achilles* returned via Biak to Leyte, but quickly proceeded to Subic Bay and Mindoro, spending a week in each place, tending LSM's and carrying out her vital support work. During the latter part of April, *Achilles* moved down to Morotai, in the Netherlands East Indies, for further tender duty, readying landing craft for the impending invasion of Borneo.

Participating in the initial landings at Brunei Bay, Borneo, *Achilles* again came under air attack, when a "Dinah" loosed two bombs that landed 50 yards off her starboard beam. This attack, on 10 June 1945, caused no damage to the ship, although shrapnel wounded two men in *Achilles*' crew. The repair ship remained at Borneo until she returned to the Philippine Islands late in July to join the forces marshalling there for the projected invasion of the Japanese homeland.

However, the capitulation of Japan in mid-August obviated Operation "Olympic" (the assault against the home islands of Japan) but did not end operations for *Achilles*. She repaired landing craft into the fall of 1945, relieved on station by *Proserpine* (ARL-21). Proceeding to Hawaii, *Achilles*, in company with *Remus* (ARL-40), reached Pearl Harbor on the last day of October.

After five days at that Pacific base, which had provided "the first glimpse of civilization in over two years" to veteran sailors of *Achilles*, the repair ship departed Hawaiian waters, bound for California, and passed through the Golden Gate on 28 November 1945. Anchoring in San Francisco Bay and disembarking 165 passengers brought from Pearl Harbor, *Achilles* proceeded thence to Stockton, Calif., for repairs to her generators and heating system. She remained there until getting away for the Gulf of Mexico on 4 January 1946.

Transiting the Panama Canal on 20 January and lingering for a day at Colon, on the Atlantic side of the isthmus, the repair ship reached New Orleans before the end of January and soon commenced work preparing LSM's and LCS's for inactivation, a task she performed into the summer. Decommissioned on 19 July 1946, *Achilles* was struck from the Navy list on 28 August 1946.

On 14 March 1947, the Navy decided to transfer *Achilles* to China under lend-lease; and, on 8 September 1947, the repair ship was delivered to representatives of the Chinese Navy at New Orleans. Commissioned as *Hsing An*, on 5 November 1947, she sailed for China two days later. Little is known of the ship's active service under the Chinese flag, except that in fleeing the Red Chinese advance in 1949, she ran aground. Her crew then set fire to the hulk to deny the Chinese communists her use. The veteran of bombing at Morobe Bay and the kamikaze in San Pedro Bay, however, proved tougher—the communists salvaged her, refitted her, and renamed her *Taku San*. Her ultimate disposition, however, is cloaked in the mystery that usually surrounds ships that come into the hands of the Red Chinese Navy.

The ship received three engagement stars for her World War II service: one as *LST-455* and two as *Achilles* (ARL-41).

Achomawi

An Indian tribe native to California who are also known as the Pit River Indians.

(ATF-148: dp. 1,675; l. 205'; b. 38'6"; dr. 15'4"; s. 16.5 k.; cpl. 85; a. 1 3", 2 40mm., 2 20mm., 2 det.; cl. *Navajo*)

Achomawi (AT-148) was laid down on 15 January 1944 at Charleston, S.C., by the Charleston Shipbuilding & Drydock Co.; redesignated ATF-148 on 15 May 1944; launched on 14 June 1944; sponsored by Mrs. J. F. Veronee; and commissioned on 11 November 1944, Lt. R. H. Teter in command.

The tug departed Charleston on 28 November bound for the Chesapeake Bay for shakedown training. She then entered the Norfolk Navy Yard, Portsmouth, Va., for post-shakedown availability. Late in December, *Achomawi* arrived back at Charleston but soon sailed for Wilmington, N.C., to pick up *ARDC-4* for towing to the west coast. The tug transited the Panama Canal late in January 1945 and continued on to San Pedro, Calif., where she arrived on 17 February.

Achomawi operated along the west coast through 3 March. On that day, she got underway from San Francisco, Calif., bound for Pearl Harbor, Hawaii, with two pontoon barges in tow. Upon her arrival in Hawaiian waters on the 16th, the tug commenced target towing and mooring duties in the Pearl Harbor area and remained at the task until 22 May, when she shaped a course to Okinawa with three barges in tow. She made stops at Eniwetok and Guam before reaching Okinawa on 1 July. The vessel then assisted in moving Service Division 104 from Kerama Retto to Buckner Bay, Okinawa. She set sail on 12 July with a convoy bound for Guam.

Achomawi reached Guam on the 17th and, five days later, got underway for Eniwetok. At that atoll, she assumed duty with Service Division 102 and operated there through the end of World War II in mid-August. On 15 October, she shaped a course for Tokyo, Japan. The tug arrived there 10 days later and departed Japanese waters on 9 November, bound for Ulithi. At that atoll, the tug took *Malvern* (IX-138) in tow and got underway for the Philippine Islands. She reached Manila on the 19th and operated in the Luzon area through 6 December.

Later that month, *Achomawi* attempted to tow three barges from Samar, Philippine Islands, to Okinawa. En route, two broke loose due to heavy seas and were lost. The third capsized due to shifting cargo and had to be destroyed. The tug finally arrived at Okinawa on 29 December.

On 12 January 1946, *Achomawi* got underway for the west coast of the United States. She made port calls at Eniwetok, Kwajalein, Johnston Island, and Pearl Harbor. The tug finally made San Francisco on 3 March. After spending one month in port there, *Achomawi* departed California in early April to return to the western Pacific to support Operation "Crossroads," which involved atomic testing at Bikini Atoll. The tug carried out various towing assignments between Pearl Harbor, Bikini, Eniwetok, and Kwajalein. She was released from this operation in August, left Hawaii on 14 September, and arrived in San Francisco Bay on 2 October.

Early in December, *Achomawi* received orders to proceed to the Panama Canal Zone. She touched at Balboa on 29 December and picked up *ARD-6* for towing to Jacksonville, Fla. The tug then transited the canal and reached Jacksonville on 4 January 1947. After delivering her tow, she set a course for New Orleans, La. Upon her arrival on 9 January, the ship entered preinactivation availability. *Achomawi* completed this in early March and got underway on the 9th for Orange, Tex. She was decommissioned there on 10 June 1947 and was laid up at Orange. Her name was struck from the Navy list on 1 September 1962. The vessel was then transferred to the Maritime Administration and was laid up at Mobile, Ala.

Acme

I

(AMc-61: dp. 221; l. 97'6"; b. 22'6"; dr. 9'; s. 10 k.; cpl. 17; a. 2 .50-cal.; cl. *Accentor*)



Acme (AMc-61) underway on trials in late 1941, in "Navy Gray" and displaying the red/white/blue/black Mine Force insignia on her bow. (19-N-26216)

Laid down while still unnamed on 31 March 1941 by the Greenport Basin & Construction Co., Greenport, N.Y., *AMc-61* was named *Adamant* on 17 May 1941; renamed *Acme* on 23 May 1941; launched on 31 May 1941; sponsored by Mrs. John Q. Adams, the wife of the president of the contractor; and commissioned on 11 September 1941, Lt. Marcus L. Whitford in command.

Following shakedown, *Acme* was assigned to the Atlantic Fleet. The ship proceeded to Yorktown, Va., where she engaged in minesweeping operations through mid-November. On 23 November, *Acme* arrived at New London, Conn., and began minesweeping and patrol duties in that area. *Acme* underwent a period of restricted availability at the Boston Navy Yard from 2 to 23 February 1942. The minesweeper departed Boston to return to New London on 3 March. On 8 March, *Acme* was decommissioned and placed in service at New London and operated in coastal waters of New England and New York through the end of the war in Europe. In June 1945, the ship proceeded to Charleston, S.C., where she arrived on the 28th. She was placed out of service there on 13 December 1945 and laid up in the Wando River. Six days later, she was declared not essential to the defense of the United States and slated for disposal. The ship was struck from the Navy list on 3 January 1946 and transferred to the Maritime Commission on 3 March 1947. She was simultaneously delivered at Charleston to her purchaser, Mr. Lloyd W. Lambert of Baltimore, Md.

II

(MSO-508. dp. 633; l. 172'; b. 35'; dr. 10'; s. 15 k.; cpl. 80; a. none; cl. *Acme*)

The second *Acme* (MSO-508) was laid down on 16 November 1954 by the Frank L. Sample Shipyard, Boothbay Harbor, Maine; launched on 23 June 1955; sponsored by Mrs. Cornelius M. Sullivan, the wife of Capt. Sullivan who was then serving as chief of staff of the 3d Naval District; and commissioned on 27 September 1956, Lt. James W. Foust in command.

Following shakedown along the east coast, the ocean minesweeper proceeded, via the Panama Canal, to the west coast. She arrived at Long Beach on 8 December and was assigned to Mine Division 73, Mine Squadron 7. After a short upkeep period, *Acme* got underway on 4 March 1956 for a deployment to the Far East. During this cruise, she visited Pearl Harbor, Hong Kong, and various ports in Korea, Taiwan, and Japan before returning home on 20 August. On 7 October, the vessel entered the Long Beach Naval Shipyard for extensive sound reduction repair work which was completed on 6 March 1958. She next participated in a training program as a unit of Mine Force, Pacific Fleet. In October 1958, she took part in a joint operation with the Royal Canadian Navy off the coast of British Columbia.

The ship began the year 1959 operating in the Long Beach area. In April, she began a three-week period of refresher training at San Diego. Next, *Acme* undertook a mine countermeasures refresher training program at Port Hueneme, Calif. On 17 August, she deployed to the Far East with Mine Division 73. Following stops at Pearl Harbor and Midway, the minesweeper arrived at Yokosuka, Japan, on 14 September. A fortnight later, she moved to Sasebo and continued to operate in Japanese and Korean waters through mid-December. She visited Fukuoka and Kure, Japan, and Pusan and Chinhae, Korea. She also participated in joint minesweeping operations with the Republic of

Korea Navy at Chinhae and with the Japanese Maritime Self-Defense Force at Kure. On 17 December, *Acme* got underway and proceeded independently to Hong Kong, where she arrived on 22 December and rejoined other sweepers of Mine Division 73. On 30 December, the ship arrived at Subic Bay, Philippines.

After beginning 1960 in an upkeep status at Subic Bay, *Acme* arrived in Bangkok, Thailand, on 13 January. Following five days of liberty in Bangkok, she got underway with units of the Royal Thai Navy and conducted tactical exercises en route to Sattahip. The exercises were completed on 22 January, and *Acme* returned to Subic Bay on 29 January. Following a week of voyage repairs, she sailed on 8 February for her home port, Long Beach, and made brief stops at Guam, Midway, and Pearl Harbor before reaching California on 13 March.

The ship participated in a joint United States-Canadian minesweeping exercise in the Long Beach area from 18 to 23 April; then began four months of availability. On 15 August, she got underway for Esquimalt, British Columbia, to rendezvous with Canadian naval forces for joint exercises which continued into September. On the 10th, *Acme* returned to Long Beach and, from 26 October through 6 November, took part in exercises with Canadian units off Camp Pendleton, Calif. *Acme* returned to Long Beach on 15 November and remained there through the end of the year, 1960.

The minesweeper began another overhaul on 13 January 1961. Previously, she had been chosen to test special mine countermeasures equipment; and, during this yard period, it was installed. The ship got underway on 29 May, conducted refresher training at San Diego, and returned to Long Beach early in July. For the next two months, technical and operational checks were made on *Acme's* experimental equipment. From 28 August to 10 September, *Acme* held type training. On 13 September, the ship got underway to take part in Operation "Gray Fox," a mine warfare exercise held along the California coast. She finished this task on 30 September and returned to Long Beach. From 2 to 27 October, *Acme* was in restricted availability for installation of more equipment and put to sea on 7 November for shakedown. She returned to her home port on 22 November and spent the remainder of the year in an upkeep and leave period.

Acme spent the year 1962 conducting tests and operational evaluations of her new mine countermeasures equipment which took her to various points along the California coast. This routine was broken by periods of upkeep and drydocking before the vessel ended the year anchored in Long Beach.

The first two months of 1963 saw her continuing experimental work. From 2 to 23 March, she participated in Operation "Steelgate," with Canadian forces off the California coast near Camp Pendleton. After a week of liberty in San Francisco, *Acme* returned to Long Beach for an overhaul which was followed by three weeks of refresher training out of San Diego. Upon her return to Long Beach on 2 August, *Acme* took part in an operational evaluation of Seantette, an underwater electronic system. From mid-September through 10 November, she held type training and returned to Long Beach on the 21st.

Acme got underway for type training on 6 January 1964 and spent most of February assisting in the evaluation of the Seantette system. From 24 February to 10 March, she conducted mine countermeasures operations off Santa Rosa Island and then devoted the next seven weeks to a tender availability. On 27 April, she commenced training operations in the area off Huntington Beach, Calif., and Santa Catalina Island. Following completion of shakedown, she began alternating mine recovery operations off the California coast with periods of upkeep at Long Beach. The sweeper completed her operations on 7 December and entered a holiday leave and upkeep status.

Acme entered the Long Beach Naval Shipyard on 11 January 1965 for the installation of a new sonar system. She was underway on 8 March and sailed to the naval electronics laboratory at San Diego for tests and evaluations of her newly installed equipment. The ship returned to Long Beach on 27 May and began preparations for major yard work. On 7 June, she arrived at the Harbor Boat Building Company in Long Beach for repairs which lasted until 19 August. Then came two months of exercises. On 22 November, *Acme* began further evaluation of experimental equipment. In mid-December, she spent one week in mine hunting operations before returning to Long Beach on 20 December.

From mid-January until May 1966, *Acme* evaluated her mine hunting and surveillance system before sailing north and partici-

pated in the Rose Festival at Portland, Oreg., from 8 until 13 June. The minesweeper participated as a unit of Mine Squadron 7 in a mine exercise at Santa Rosa Island from 18 to 28 July. Following a month of restricted availability at Long Beach, she took part in Exercises "Eager Angler" and "Baseline II." During November, the ship conducted type training and closed the year at Long Beach in a leave and upkeep status.

During the first four months of 1967, *Acme* was involved in various minesweeping exercises. On 1 May, she entered the Long Beach Naval Shipyard for a restricted availability during which all of her experimental equipment was removed, thus ending her research and development efforts. The availability concluded on 4 August; but the ship began a regular overhaul on 1 September at San Pedro, Calif. During this time, a twin 20-millimeter gun was mounted on the vessel's forecastle. She got underway on 9 December and sailed with five other minesweepers to rendezvous with the SS *Queen Mary*. They escorted her on her last voyage into the port of Long Beach.

Acme held refresher training from 3 to 19 January 1968. On 28 January, she and 13 other minesweepers were alerted to prepare for an emergency deployment in view of the capture of *Pueblo* (AGER-2) by the North Koreans. By the first week of February, it became apparent that a deployment would not be necessary; and *Acme* began preparations for mine countermeasures refresher training and an ensuing upkeep period. On 1 April, she sailed for the western Pacific. Ten days later, she arrived at Pearl Harbor and, after two days of replenishment, got underway with units of Mine Division 94 and *Force* (MSO-445) to participate in Operation "Barstur." On 14 April, *Acme* resumed her voyage west and arrived at Yokosuka, Japan, on 4 May. The vessel departed that port on 17 May, bound for Chinhae, Korea, and a joint American-Korean exercise. She returned to Sasebo on 28 May and began preparations for a deployment off the coast of Vietnam. On 6 June, *Acme* relieved *Firm* (MSO-445) as a barrier patrol ship. She was in turn relieved on 9 July and sailed to Singapore for an availability period. On 30 July, she sailed to Bangkok, Thailand, for a joint exercise with British and Thai naval forces. Upon arrival at Sattahip, *Acme* developed engineering problems. The vessel was detached from the exercise and sailed to Subic Bay for repairs. She got underway again on 2 September bound for Danang. Upon her arrival there, the engineering problems recurred, and *Acme* was rerouted to the Philippines. She finished the passage to Subic Bay under tow by *Lowry* (DD-770) and finally reached the American naval base on 15 September.

Acme set sail for the United States on 27 October. En route, she made port calls at Guam, Kwajalein, the Johnston Islands, and Pearl Harbor; arrived at Long Beach on 3 December; and spent the rest of the year in leave and upkeep.

On 13 January 1969, *Acme* entered drydock at Terminal Island, Calif., for correction of difficulties with her controllable pitch propellers. The availability was completed on 20 March, and the minesweeper began sea trials. However, repeated casualties to the propeller system required further repair work before the ship was finally ready to return to duty on 21 April. Various training exercises occupied the ship from late April through July, and mine warfare Exercise "StrikeEx 3-69" kept her busy from 15 to 27 August. Then, after two months of preparations for a deployment to the Far East, she departed for the western Pacific. She stopped briefly at Pearl Harbor, Johnston Island, and Kwajalein for minor repairs, stores, and fuel, and remained at Guam in upkeep from 2 until 8 December, before proceeding to Subic Bay. The minesweeper steamed on to the Vietnamese coast where, on 19 December 1969, she relieved *Excel* (MSO-439) and assumed Market Time patrol duties which lasted through 11 January 1970, the day the ship put in to port at Subic Bay.

After a month of leave and upkeep, *Acme* began her last Market Time patrol on 12 February. She remained off the coast for almost two months before returning to Subic Bay on 6 April. *Acme* sailed to Keelung, Taiwan, on 25 April and pushed on to Sasebo, Japan, on 4 May. From this port, *Acme* began her journey back to Long Beach. Pausing briefly at Pearl Harbor, *Acme* reached her home port on 9 June. Her next action came on 14 August, when *Acme* took part in Operation "High Desert" off the southern California coast. The minesweeper was back in Long Beach on 21 August.

On 1 September, *Acme* reported to the Naval Inactive Ship Facility, Long Beach, for deactivation. She was decommissioned on 6 November 1970, and her name was struck from the Navy

list on 15 May 1976. She was sold on 6 January 1977 to Osceo Edwards, of Capistrano Beach, Calif.

Acme received two battle stars for her Vietnam service.

Acoma

An Indian tribe of the Keresan family native to Valencia County, N. Mex.

I

(SP-1228: t. 13.45; l. 60'; b. 11'8"; dr. 2'11"; s. 25 k.; a 1 1-pdr., 1 mg.)

Acoma (SP-1228), a section patrol motor boat, was built in 1917 by the Gas Engine & Power Co. and Charles L. Seabury Co., Morris Heights, N. Y.; acquired by the Navy on a free lease from Theodore D. Partridge of New York City on 25 September 1917; and commissioned on 18 October 1917, Chief Boatswain's Mate Clarence E. Sterrett in command.

Acoma was assigned to the 2d Naval District throughout her naval career. After patrolling in the vicinity of Newport, R. I., she was transferred in November 1917 to the area of New Bedford, Conn. The boat served there through the end of World War I. Following the armistice, *Acoma* was returned to her owner on 25 November 1918.

II

(YTB-701: dp. 260; l. 100'0"; b. 25'0"; dr. 9'7" (f.); s. 12 k.; cl. *Hisada*)

Acoma (YTB-701) was laid down on 2 July 1945 at San Pedro, Calif., by the Bethlehem Steel Co.; launched on 30 August 1945, delivered to the Navy on 12 March 1946; and placed in the San Diego Group of the Pacific Reserve Fleet. However, the tug was activated in August 1946 for duty in the 11st Naval District. That assignment has kept her busy since then. In February 1962, *Acoma* was reclassified a medium harbor tug and was redesignated YTM-701.

She concluded almost 40 years of service in December of 1985 when she was placed out of service. Her name was struck from the Navy list at the same time, and she was subsequently transferred to some unspecified other agency.

Acontius

A mythological Greek youth who lived on the island of Ceos and tricked the beautiful girl Cydippe into marrying him.

(AGP-12: dp. 10,950; l. 413'; b. 60'; dr. 22'6"; s. 14 k.; cpl. 289; a. 1 5", 8 40mm., 12 20mm.; cl. *Acontius*; T. Cl-A)



Acontius (AGP-12) underway off the eastern seaboard, 12 August 1944, in Measure 31, design 12F camouflage (dull black, ocean green and Navy green). (80-G-453343)

Cape Carthage was laid down under a Maritime Commission contract (MC hull 304) on 5 June 1943 by Pusey & Jones Corp., Wilmington, Del.; launched on 12 October 1943; sponsored by Mrs. J. H. Deinlein; acquired by the Navy on 22 December 1943; renamed *Acontius* and designated AGP-12; converted for naval service at Baltimore, Md., by the Maryland Drydock Co.; and commissioned on 23 June 1944, Lt. Comdr. R. G. Heppard in command.

Following shakedown out of Guantanamo Bay, Cuba, *Acontius* steamed to the coast of Panama, transited the canal, and arrived at Tulagi, Solomon Islands, on 18 September. Except for a brief run to the Russell Islands in October, *Acontius* remained anchored in Tulagi harbor tending boats of Motor Torpedo Boat Squadron (MTBRon) 31 until 3 November. On that day, she moved to Blanche Harbor, Treasury Islands, and resumed her tender duties.

On 1 December, *Acontius* got underway for the Palau Islands in company with boats of MTBRons 20 and 31; reached Pelelieu on the 21st; and served there until 28 February 1945. *Acontius* then sailed for the Philippines, dropped anchor in San Pedro Bay on 3 March, and provided services to MTBRons 31 and 69. In August, the tender became the flagship for Commander, Motor Torpedo Boat Squadrons, Pacific Fleet.

After Japan formally surrendered on 2 September, *Acontius* moved to Guinan anchorage, Samar, and there became involved in the inactivation of PT boats. This task was completed in December; and the tender got underway for San Francisco, Calif., on the 29th.

Acontius reached the west coast on 19 January 1946, was decommissioned at San Francisco on 22 March, and returned to the Maritime Commission. Her name was struck from the Navy list on 17 April 1946. In the hands of the Maritime Commission, she resumed the name *Cape Carthage* and carried it until disappearing from the register of merchant ships in the mid-1960's.

Acontius earned one battle star for her World War II service.

Acoupa

A weakfish found off the Atlantic coast of South America.

The name *Acoupa* was assigned to the submarine SS-310 on 23 August 1942, but this *Balao*-class fleet submarine was renamed *Batfish* (q.v.) on 24 September 1942, three months before her keel was laid down.

Acree

John White Acree—born on 23 April 1918 in Lynchburg, Va.—graduated from the University of Virginia before enlisting in the Naval Reserve on 9 August 1940. Following training which included service in battleship *New York* (BB-34), Acree was appointed midshipman, USNR, on 16 December 1940. Upon successfully completing the course at the Naval Reserve Midshipman's School, Northwestern University, Chicago, Ill., he was commissioned ensign on 14 March 1941; assigned to *Enterprise* (CV-6); and he served in that historic aircraft carrier through the tense final months of American neutrality and during most of the first grim year of war following the Japanese surprise raid on Pearl Harbor.

Following that attack, *Enterprise* and her few sister carriers were the principal force which stood between Japan and complete mastery of the Pacific. An unsuccessful search for the Japanese attacking force began the carrier's wartime saga and was quickly followed by duty protecting Allied convoys and by air strikes against Japanese islands in the Central Pacific. Next, she accompanied *Hornet* (CV-8) as that ship carried Army B-25 bombers for Lt. Col. Doolittle's air raid against Tokyo. Although *Enterprise* next raced toward the Southwestern Pacific to help protect Allied shipping lanes to Australia, she was too late to join *Lexington* (CV-2) and *Yorktown* (CV-5) in the Battle of the Coral Sea. However, early in June, she played a major role in the Battle of Midway during which American forces decisively defeated a major enemy task force.

On 15 June 1942—two days after his ship returned to Pearl Harbor and more than a week after the victory at Midway—Acree was promoted to lieutenant, junior grade. Exactly one month later, *Enterprise* headed once more for the South Pacific

and the first major Allied offensive operations of the war in the Pacific, the invasion of the Solomon Islands. Planes from the carrier supported the marines who landed on Guadalcanal and Tulagi and continued to help the leathernecks until Japanese dive bombers seriously damaged *Enterprise* in the battle of the Eastern Solomons on the afternoon of 24 August. Rapid, skillful, and courageous damage control parties—one of which was led by Lt. (jg.) Acree—extinguished the fires, checked the flooding, and patched the ship sufficiently to enable her to make her way painfully back to Pearl Harbor for repairs.

Back in full fighting trim by mid-October, the veteran carrier once more headed for the Southwestern Pacific. There, in the Battle of the Santa Cruz Islands on 26 October, she helped fight off a major Japanese effort to assist their troops on Guadalcanal. The cost of repelling this enemy thrust was great. *Hornet* was sunk, and *Enterprise* suffered three highly destructive bomb hits. Again, Acree led one of the damage control parties which saved his ship, but he perished in the effort.

(DE-167: dp. 1,240; l. 306'; b. 36'10"; dr. 14'; s. 19.5 k.; cpl. 215; a. 3 3", 2 40mm., 8 20mm., 3 21" tt., 2 dct., 8 dep., 1 dep. (hh.); cl. Cannon)

Acree (DE-167) was laid down on 30 November 1942 by the Federal Shipbuilding and Dry Dock Co., Kearney, N.J.; launched on 9 May 1943; sponsored by Mrs. John W. Acree, the widow of Lt. (jg.) Acree; and commissioned at the New York Navy Yard on 19 July 1943, Lt. Comdr. William H. Siegmund in command.

After shakedown off Bermuda and training out of Norfolk, Va., the destroyer escort sailed for the South Pacific on 28 September, transited the Panama Canal on 5 October, stopped briefly at the Galapagos Islands three days later, and steamed on independently to Bora Bora in the Society Islands, where she arrived on the 18th. After refueling, *Acree* rendezvoused with SS *Mormacern* on 25 October and escorted her to Noumea, New Caledonia.

As a member of Escort Division 11, *Acree* carried out numerous convoy and antisubmarine patrol operations in the South Pacific during the next six months. Her stops included Espiritu Santo in the New Hebrides; Laotoka, Fiji Islands; Guadalcanal; Noumea, New Caledonia; and the Russell Islands. This routine was broken on 28 April 1944 when the ship joined the antisubmarine screen of Task Group (TG) 50.17, which was formed to refuel Vice Admiral Mitscher's Fast Carrier Task Force, TF 58. She completed this assignment on 3 May, sailed back to Purvis Bay, and began antisubmarine patrol duty off that port.

On 9 June, *Acree* became a member of TG 53.19 slated to take part in the invasion of the Marianas. She arrived off the southern end of Tinian Island on 7 July and provided illuminating and harassing fire on Tinian Town. The destroyer escort opened fire at 1905 and continued firing at 40-minute intervals throughout the night. She moved to Saipan harbor the next day and later joined the antisubmarine screen off Saipan.

For the next four months, *Acree* carried out escort and patrol duties in the central Pacific. On 13 November, *Acree* departed Eniwetok bound for the United States. She stopped at Pearl Harbor on the 21st and arrived at San Francisco on 3 December 1944 and, the following day entered the United Engineering Co., Ltd., shipyard at Alameda, Calif., for overhaul.

The destroyer escort got underway for sea trials on 31 January 1945; sailed for Hawaii on 4 February; and, following her arrival at Pearl Harbor on the 10th, participated in training exercises north of the Hawaiian Islands in company with *McConnell* (DE-163) and *Sangamon* (CVE-26). *Acree* returned to Eniwetok on 24 March and spent the remainder of the war escorting convoys and acting as a barrier patrol off Pacific islands such as Guam, Eniwetok, Ulithi, Saipan, and Kwajalein.

Following Japan's surrender, the ship got underway from Kwajalein on 15 September, bound for home. After a one-day stop at Pearl Harbor, she resumed her eastward voyage and reached San Diego, Calif., on 28 September. On 6 October, she sailed for the east coast and, after transiting the Panama Canal, arrived at New York on 20 October to begin a preinactivation availability. On 29 November, the destroyer escort arrived at Green Cove Springs, Fla., where she was decommissioned on 1 April 1946. *Acree* was struck from the Navy list on 1 July 1972 and sold on 19 July 1973 to the Boston Metals Co., of Baltimore, Md., for scrapping.

Acree earned five battle stars for her service in World War II.

Action

(PG-86; dp. 900; l. 190'; b. 33'; dr. 14'7"; s. 16 k.; cpl. 90; a. 2 3"; cl. *Action*)

Action (PG-86) was laid down as *CN-304* on 6 January 1942 by the Collingwood Shipyards Ltd., Collingwood, Canada; launched on 28 July 1942; named *Action* on 13 August 1942; accepted by the Navy on 21 November 1942; and commissioned on 22 November 1942, Lt. Kendall Read in command.

After she had been fitted out at Boston, *Action* reported to the Commander, Eastern Sea Frontier, on 23 February 1943. She then assumed escort and patrol duty. Throughout the rest of 1943, all of 1944, and the first half of 1945, *Action* escorted convoys between New York and Guantanamo Bay, Cuba. Her next assignment was to patrol the waters in the vicinity of New York and the Narragansett Bay area.

Following the surrender of Germany, *Action* arrived at the Charleston Navy Yard on 28 June 1945; was decommissioned there on 6 September; and she was stricken from the Navy list on 17 September. In October 1946, *Action* was transferred to the Maritime Commission for disposal.

Active

I

(Brigantine; t. 60; cpl. 15)

The first *Active*—a brigantine-rigged packet built at Marshfield, Mass., on the orders of the Continental Congress—was launched in July 1779. Under the command of Capt. Corbin Barnes, she made voyages to Bilbao, Spain, in 1780 and to Nantes, France, in 1781. On 23 March 1782, while sailing from Philadelphia to Havana, Cuba, she encountered the British man-of-war *HMS Proserpine* and was captured. The British warship took her into Jamaica where she was condemned as a prize and sold.

Active—a cutter chartered by the Revenue Cutter Service in 1812—took some part in the War of 1812 in the vicinity of New London, Conn., apparently as a part of the naval flotilla blockaded there by a British squadron. However, there is no evidence that she ever served as a Navy ship, and no documents that give the details of her operations have been found.

II

(Sch; t. 122; cpl. 50; a. 2 guns)

The second *Active*—a schooner built in Baltimore as *Clara*—was purchased by the Navy in September 1837 for use in the Wilkes Exploring Expedition, but she was found to be unsuitable for that mission. Under the command of Lt. William G. Woolsey, she made a brief cruise along the eastern seaboard serving as a relief ship for merchantmen in distress. She was sold during the summer—some sources suggest the month of July—of 1838.

III

(Tug; dp. 296; l. 107'; b. 22'6"; dr. 10'; s. 12 k.; cpl. 21; a. 2 3", 2 37mm. revolving cannon; 1 Gatling)

The third *Active*—a tug constructed in 1888 at San Francisco by the Union Iron Works—was acquired by the Navy from John D. Spreckels Brothers Co. on 18 April 1898 "for auxiliary purposes incident to a state of war." Converted for naval service at her builder's yard, she was commissioned at the Mare Island Navy Yard on 6 July 1898, Ens. Thomas M. Shaw in command.

Active was shifted to the naval station at Bremerton, Wash., in August 1898 and served there as a harbor tug until she returned to Mare Island in 1899 to commence a long tour of duty. On 18 April 1906, an earthquake nearly demolished the city of San Francisco, and fires raged in its aftermath. Since the city fire department was nearly helpless, the Navy lent a hand. *Active*

departed Mare Island that morning with a detachment of marines and immediately lay alongside Pier 8, playing out several hose lines to fight the nearest part of the blaze. For the remainder of the week, the crews of *Active*, the torpedo boat destroyer *Perry*, and the fire tug *Leslie* fought fires and policed and patrolled the districts in which they labored. *Active* later assisted in saving the Pacific Mail dock and that general section of the San Francisco waterfront. On 21 April, *Active* steamed to Mare Island to bring back relief firefighters from the crews of the cruisers *Chicago* and *Marblehead*.

Transferred to the Naval Training Station at San Francisco on 10 May 1915, she returned to Mare Island in 1918. She was renamed *Lively* on 11 April 1918; on 17 July 1920, she received the hull number YT-14.

In 1926 the tug sank at her moorings alongside a dock at Mare Island. A board of inspection and survey deemed *Lively*—raised after the accident—unfit for service and she was decommissioned on 16 August 1926. Her name was struck from the Navy list on 28 August 1929. She was sold to the Puget Sound Tug and Barge Co., of Seattle, on 11 February 1930 and resumed commercial service. She was renamed *Active* around 1937-1938.

Reacquired by the Navy under a bareboat charter at Seattle, Wash., on 2 March 1942, the tug was designated as the unnamed YT-323. Converted for naval work by the Lake Washington Shipyards, Houghton, Wash., YT-323 was placed in service on 30 April 1942 and assigned to the 13th Naval District to provide towing services at Kodiak, Alaska. She was later reclassified as a medium harbor tug, YTM-323, on 11 May 1944, and was placed out of service on 6 August 1945. Struck from the Navy list on 1 September 1945, the tug was returned to the Puget Sound Tug and Barge Co., which operated her as *Active* until 1963, when she was scrapped.

IV

(MB; l. 36'4"; b. 8'3"; dr. 2'9"; dph. 6'4")

The fourth *Active*—a motorboat built at Bay Shore, N.Y., for the Coast Guard—came under Navy control when the Coast Guard was transferred to Navy jurisdiction soon after the United States entered World War I in April 1917. She served the 9th Naval District at Chicago, Ill., carrying out section patrol duties. An Executive order dated 28 August 1919 returned the Coast Guard to the jurisdiction of the Treasury Department, and *Active's* name was struck from the Navy list that same day. Her subsequent fate is a mystery. By 1923, her name disappeared from the Coast Guard vessel register.

V

(YT-112; dp. 270; l. 101'4"; b. 24'0"; dr. 10'9"; s. 10 k.; cl. *Active*)

The fifth *Active* (YT-112) was acquired by the Navy from the United States Shipping Board on 20 April 1925 and placed in service at New York on 27 April 1925. The harbor tug spent her entire 21-year naval career serving the 3d Naval District from her base in New York harbor. She was placed out of service on 5 June 1946, and her name was struck from the Navy list on 19 June 1946. Though her fate is not known for certain, her age and length of service would suggest that she was sold for scrap soon thereafter.

Actus

(MB; t. 99; l. 107'8"; b. 15'0"; dr. 5'6" (forward); s. 15 k.; cpl. 23; a. 2 3-pdrs.)

Soon after the United States entered World War I, *Actus* (SP-516)—a yacht constructed in 1907 at Neponset, Mass., by George Lawley & Sons—was taken over by the Navy from Mr. E. B. Dane; commissioned on 18 April 1917—Ens. H. A. D. Cameron, USNRF, in command; and, on 26 May 1917, over a month later, formally purchased by the Government.

Assigned to the 1st Naval District, *Actus* spent the entire war patrolling Cape Cod Bay and the harbors of Boston and Plymouth. After the war ended in November of 1918, she continued to serve the Navy at the Boston Navy Yard in some type of yard craft status. She also performed some unspecified service for the

Naval Overseas Transportation Service office at Boston in May and June of 1919. She was decommissioned at Quincy, Mass., on 8 July 1919. A little over a year later, on 20 July 1920, she was transferred to the War Department. Presumably, her name was struck from the Navy list at about the same time.

Acubens

The brightest star in the constellation, Cancer.

(AKS-5: dp. 14,550; l. 441'6"; b. 56'11"; dr. 28'4"; s. 12.5 k.; cpl. 193; a. 1 5", 4 3", 4 40mm., 20 20mm.; cl. *Acubens*; T. EC2-S-C1)

Acubens (AKS-5) was laid down under a Maritime Commission contract (MCE hull 1935) on 25 November 1943 by the Delta Shipbuilding Co., New Orleans, La.; launched on 8 January 1944; sponsored by Mrs. J. A. Farrington; acquired by the Navy on 9 February 1944; converted for naval service by Todd-Johnson Drydocks, Inc., New Orleans; and commissioned on 15 July 1944, Comdr. Edward B. Ellis in command.

Following shakedown out of Norfolk, Va., and a short run to New York City, *Acubens* sailed for the Panama Canal on 8 September and entered the Pacific. The ship dropped anchor at Hollandia, New Guinea, on 25 October and remained there until 10 November issuing stores to vessels of Task Force 76. On the 10th, *Acubens* transported a load of ammunition to Brisbane, Australia. The ship left Australia on 13 December bound for the Philippines and reached Leyte on the 21st.

Acubens remained based in the Philippines for the duration of the war. Her routine consisted of loading stores at Milne Bay, New Guinea; proceeding to Manus Island to load more provisions, then steaming back to the Philippines to distribute her cargo. *Acubens* departed the Philippines on 25 November 1945, bound via Pearl Harbor for the California coast.

The stores ship arrived at San Francisco on 22 December. Shortly thereafter, work was begun to prepare the ship for decommissioning. *Acubens* got underway on 18 January 1946 to return to Pearl Harbor, where she was to be laid up. *Acubens* was decommissioned on 11 March 1946 and was struck from the Navy list on 17 July 1947. The ship was then transferred to the Maritime Commission for disposal.

Acushnet

A town in Bristol County, southeastern Massachusetts, on an inlet of Buzzard's Bay, settled about 1658-1659. The town was named for an Indian village that occupied a part of the site of the present city of New Bedford, Mass.

(RC: dp. 860; l. 152'0"; b. 29'0"; dr. 13'9"; s. 12.5 k.; cpl. 38; a. 2 1-pdrs.; cl. *Acushnet*)

Acushnet—a steel-hulled revenue cutter—was launched on 16 May 1908 at Newport News, Va., by the Newport News Shipbuilding and Drydock Co.; sponsored by Miss Alayce Duff; and commissioned at Baltimore on 6 November 1908.

Acushnet was assigned to the Revenue Cutter Service station at Woods Hole, Mass., with her cruising grounds to encompass Buzzard's Bay, Nantucket Shoals, and adjacent waters. Departing the depot at Arundel Cove, South Baltimore, on 8 November, *Acushnet* reached her home port on the 27th.

Over the next decade, *Acushnet* operated out of Woods Hole and ranged the middle and northeastern seaboard of the United States, occasionally visiting the depot at Arundel Cove, Curtis Bay; the towns of New Bedford and Marblehead, Mass., New London, Conn., and Norfolk, Va. She patrolled regattas—including Ivy League contests between Harvard and Yale—and represented the Navy at such events as the International Yacht Races at Marblehead and the Cotton Centennial Carnival at Fall River, Mass., in June 1911. In addition, due to her robust construction, the ship performed yearly "winter cruising" in the bitterly cold sea lanes of the North Atlantic to assist ships and mariners in distress. During the first decade of her service, an Act of Congress became law on 28 January 1915 joining the Lifesaving Service and the Revenue Cutter Service to form the United States Coast Guard.

Upon the entry of the United States into World War I in the spring of 1917, the Coast Guard cutter came under the aegis of the United States Navy as the Treasury Department relinquished control of its ships so that they might take part in the conflict. Initially, her station remained the same, Woods Hole; but, in the winter of 1917, she shifted to more northern climes. Her winter-cruising activities then proved to be good conditioning for her duty during the latter half of December 1917 and the first few months of 1918.



Acubens (AKS-5) underway in Hampton Roads, 14 August 1944. Note the ship's Measure 32 pattern camouflage and her "Liberty Ship" lines. (80-G-248504)



Acushnet (AT-63), at the Norfolk Navy Yard, 3 September 1941; the British fleet carrier *Illustrious*, undergoing repairs, looms in the background. Also visible are the covered lighter YF-244 and the open lighter YC-265. (19-N-25509)

In mid-December 1917, upon the disablement of the cutter *Androscoggin* by a severe gale, *Acushnet* was dispatched to Mirimachi Bay to aid the distressed steamer *Cadoras*. However, she soon reported that the severe storm had forced her to heave to off Halifax before carrying out her assignment. Before she could resume her mission, the object of her concern, *Cadoras* was later damaged so severely by the storm that she was abandoned as a total wreck.

Acushnet was next ordered to search the Gut of Canso for American Shipping Board vessels in distress, but soon received orders to prepare to tow and convoy the steamer *War Victor* to New York. Meanwhile, *Acushnet* carried out her assignment and reported that two of the four vessels in the Gut had been held up for want of coal; a third one was being repaired with 10 days estimated for completion of repairs; and the last, *War Victor*, was busily engaged in repairing a broken rudder. On 18 December, the day after the cutter had wired her report on shipping in the Gut, she radioed that she would be ready to tow and convoy *War Victor* as soon as she coaled, and added ominously: "Weather severe, coal scarce."

Taking advantage of a sudden change to good weather and the fact that no other vessels in the Gut required such assistance, *Acushnet* soon got underway from Port Hawkesbury, Nova Scotia, with *War Victor* in tow, and reached New York on the evening of 23 December. She then received four days of needed voyage repairs at the New York Navy Yard, Brooklyn, N.Y., before returning to her base at New London. After taking on

board hawsers and charts for Nova Scotia and the Gulf of St. Lawrence, the cutter sailed for Halifax to relieve the Navy tugs *Sonoma* and *Ontario* in standing ready to provide assistance to Shipping Board vessels in the northern waters.

On 4 January, *Acushnet* received word that heavy ice had closed the Gut of Canso and that passage should be made north of Cape Breton; in addition, she was to search for survivors of the sunken steamer *Iroquois*, whose men were believed to have been shipwrecked on Bird Rock, north of Magdalen Island. Sailing from New London that day, the ship soon encountered a fierce northern gale and anchored in Nantucket Sound to await better weather. Her captain reported that so much ice had formed on the ship from the freezing of wind-whipped spray that her stability was seriously threatened.

However, before disaster struck, the tempest moderated and enabled *Acushnet* to relieve *Sonoma* at Souris on 10 January 1918. The latter soon proceeded to Halifax for coal. *Acushnet* then attempted to reach the shipwrecked mariners reported to be at Bird Rock but discovered weather conditions to be too severe to permit it.

Acushnet again attempted to reach Bird Rock on 17 January but was compelled to turn back due to heavy ice between Cape North and St. Paul Island. *Acushnet* accordingly altered course for Halifax and reported closely packed ice 25 miles from Sydney, Nova Scotia, that, in local opinion, threatened to block the harbor. She subsequently reported that an "ice expert" at Sydney, Nova Scotia, had advised strongly against risking *Acushnet* above

Cape North. There, the master of the Canadian Government icebreaker *Stanley* reported that it was impossible to reach the steamer *SS Keynor* which was stranded at Gaspé and that his ship could not tow any vessel through the ice. *Acushnet's* commanding officer accordingly radioed the Navy Department that, under the prevailing ice conditions, he could do no more to carry out his orders. He proposed towing the disabled merchantmen in that port out of Stanley harbor before the ice reached it, but the master of neither ship—*SS Cicca* and *SS German*—wanted to leave port.

Subsequently, *Acushnet* reached Halifax on 19 January for coal. Once there, she also learned that *Cicca*, investigating the report of shipwrecked mariners, had managed to close Bird Rock on 11 January and signalled two men plainly visible on shore, but had received no reply to her signals. *Acushnet's* commanding officer considered this proof that there were no shipwrecked men there.

Shifting to Louisburg, Nova Scotia, soon thereafter, *Acushnet* attempted to float the damaged steamship *Angoulême* but after four attempts radioed that the methods being used to salvage the ship were impracticable, the discouraging situation leading *Acushnet's* skipper to radio on 28 January that "extensive wrecking operations" were required. The following day, 29 January, *Acushnet* departed Louisburg with *SS Key West* in tow, and took her to Halifax where they arrived soon thereafter.

Acushnet left Halifax on the last day of January with *SS Adrian Iselin* in tow, and brought that ship to anchorage off Stapleton, New York, on the afternoon of 3 February. Her arduous duty in Nova Scotian waters had caused the ship such great wear and tear that she needed a long stint of repairs before returning to sea. Thus, her crew enjoyed a brief respite from her toil that lasted into the second week of February, 1918.

Upon completion of the yard work, *Acushnet* sailed for Newport, R.I., to tow a floating derrick from Newport to Hampton Roads, departing the former port at 0900 on 24 February. Bad weather forced the ship and her valuable tow to put into New York on 28 February until improved conditions permitted her to resume her voyage.

After delivering her charge to Norfolk, *Acushnet* loaded a cargo of speaking tubes and delivered them to the navy yard at Charleston, S.C., where subchasers were being fitted-out for service, before proceeding on to the Washington Navy Yard to take on board 13 3-inch guns earmarked for installation in 110-foot subchasers then under construction. Delivering the load of ordnance to New London soon thereafter, *Acushnet* reached New London in mid-March before she put into the Boston Navy Yard for repairs and alterations to living spaces on board on the 22d of that month.

Upon completion of repairs on 8 May, *Acushnet* proceeded to Bristol, R.I., and took delivery of the seaplane barge being built there for the Navy by the noted boat builders of the Herreshoff Manufacturing Company. She then delivered the boat to the New York Navy Yard and loaded a cargo of ammunition to be delivered to the Naval District Base, New London. *Acushnet* then took stores consigned to the Special Antisubmarine Force at Norfolk, Va., departing New London on 20 June and reaching her destination two days later. Upon arrival, she landed her cargo which included a special "listening device" and engine spare parts for subchasers. *Acushnet* departed Norfolk on the 23d and reached Lewes, Del., that same day to perform a brief period of temporary duty attached to the 4th Naval District.

Assigned to salvage duty in early July 1918, *Acushnet* was to enjoy special status, the Navy Department specifying on 16 July 1918 that "orders for movement of *Acushnet* will be issued from Washington and this vessel is not to be diverted to any other duty except by special permission from Operations . . ." In this "new" capacity, the ship performed the same type of duty common to Coast Guard cutters—the removal of menaces to navigation and the assistance to ships in distress. For the next few weeks, basing at New London, *Acushnet* rendered assistance to the steamer *Mahoning* and the steamer *Lake Crystal*. During that time, the cutter received word on 4 August that she and *Salvor* were to be assigned to the Boston Station of the Northern District, but were to remain temporarily based on the salvage station at New London until the completion of the Boston base.

In September and October, *Acushnet* continued her salvage operations out of New London, receiving a respite to tow *Charles Wittemore*, a mission—despite its not being "salvage duty"—she was assigned under special permission since no other tug was

available. She also assisted *Helvetia* and the schooner *Eleanor Powers* before being ordered to the Boston Navy Yard late in October for repairs and alterations. While there, the armistice was signed in France, ending hostilities.

Acushnet took *Torpedo Testing Barge No. 2* to New London and, later, to Newport, in February and March 1919, respectively, before escorting *Eagle No. 1* and *Eagle No. 3*—slated for service in North Russia—to the New York Navy Yard on 4 and 5 March for repairs and alterations to prepare them for their future distant service. Later, *Acushnet* again towed *Torpedo Testing Barge No. 2* from Newport to New London and back before taking the coal barge *YC-289* from New London to Melville, R.I., and then returning to Boston to resume her duty as a salvage vessel.

However, this employment was soon to end, since, on 15 May 1919, Acting Secretary of the Navy Franklin D. Roosevelt ordered the Navy to discontinue salvage operations on civilian vessels. As a result, the cutter was assigned to the 1st Naval District on 28 May 1919.

Acushnet's naval service continued into the summer. Between 11 and 24 June, in company with the tug *East Hampton*, she towed *Floating Derrick No. 21* from Boston to the New York Navy Yard and the floating derrick *Hercules* thence to Boston. Subsequently, *Acushnet* proceeded to New London, where she was to assist in mooring and handling *G-2* (Submarine No. 31) during depth charge and net experiments in nearby Niantic Bay. Tragically, on 30 July 1919, the submersible suddenly flooded and sank, drowning three of the six-man inspection team then on board.

On 8 August 1919, following the completion of her part in the experimental work at New London, *Acushnet* received orders to return to the 1st Naval District; and, on 22 September 1919, she was returned to the Treasury Department for a resumption of Coast Guard service.

Resuming operations out of Woods Hole, *Acushnet's* cruising during the winter of 1919 and 1920 was highlighted by the assistance she rendered to the damaged USAT *Powhatan* which had been rendered powerless by clogged pumps, a flooded fireroom, and disabled machinery while proceeding from New York to Antwerp, Belgium, in January 1920 with some 500 passengers on board and a cargo valued at over \$2,500,000. As she drifted at the mercy of the North Atlantic gales, *Powhatan* sent out a call for assistance by wireless. Aid soon arrived in the form of the Canadian steamer *Lady Laurier*, two destroyers, *Leary* (Destroyer No. 158) and *Sharkey* (Destroyer No. 281), and USAT *Northern Pacific*. USCGC *Ossipee* appeared on the evening of 22 January and, upon request of *Leary*, removed 102 passengers and their baggage in boats from the cutter.

Summoned to the scene by the same SOS that had brought *Ossipee* and later, USCGC *Gresham*, to the area, *Acushnet* departed Woods Hole and arrived in the vicinity early on the morning of 23 January, finding that *Lady Laurier* had *Powhatan* in tow. The poor handling characteristics of the powerless transport, however, necessitated *Acushnet's* passing a 10-inch line to *Powhatan's* stern to aid in steering the ship while *Ossipee* ran a 12-inch line to the ship's bow. When this arrangement had been completed, the convoy set out. However, *Acushnet's* line parted but was quickly replaced, and the convoy resumed its progress toward Halifax at a snail's pace.

USCGC *Gresham* relieved the two "flushdeckers" late on the 23d, and all went well until the next morning when one mishap after another occurred to dog the salvager's efforts. *Ossipee's* line to *Lady Laurier* parted, as did *Acushnet's* to *Powhatan*. Although the Coast Guardsmen managed to get lines back to their respective ships, *Ossipee's* again parted, leading *Powhatan* to signal that it would take the better part of the day to heave in chain and hawser and start over. The operation thus suspended until the arrival of a tug, *Powhatan* let slip *Acushnet's* hawser.

By this time, the weather had worsened considerably. A strong northeasterly gale, in concert with a blinding snowstorm, caused all ships to lose sight of each other in the swirling whiteness. *Powhatan* did not reappear until the afternoon of the 25th. That evening, however, the little convoy received reinforcement in its battle when the American Wrecking Co. tug *Relief*—an appropriate name—arrived the morning of the 26th and picked up the tow. The group then again set out, with *Ossipee* aiding in steering *Powhatan* with a line on her starboard quarter and *Acushnet* leading the procession, ahead of *Relief*. *Lady Laurier* and *Gresham* stood by the convoy. Although the weather worsened

and made progress difficult, the ships sighted the Halifax light vessel early in the afternoon of 27 January; and, soon thereafter, they helped the crippled transport to a safe haven.

Later that winter on 8 March 1920, *Acushnet* went to the aid of the steamer *Guilford*, which had run aground near Nantucket shoals. The tug *Pocahontas* had arrived on the scene beforehand and had removed the crew from the leaking ship whose pumps had been choked by debris. *Acushnet* soon arrived on the scene and took the derelict in tow. She then brought the ship, valued at \$630,000 into Vineyard Haven, Mass., arriving on 10 March, where it could be salvaged and returned to service.

However, new duties in the enforcement of the 18th Amendment and the Volstead Act placed new responsibilities on the Coast Guard, presenting it with a task of some magnitude. Prohibition proved tough to enforce, as *Acushnet* and other cutters discovered. *Acushnet's* first brush with a denizen of "rum row" was an encounter, on 11 October 1921, with the schooner *J. B. Young*, off Nantucket. The cutter warned the craft to stay outside the three-mile limit, and the latter complied obediently—for a while. However, as soon as *Acushnet* steamed away, *J. B. Young* reversed course and touched at Vineyard Haven harbor to do a brisk business in her illicit liquor.

Later, the day before Christmas of 1921, with *Acushnet* on her yearly "winter cruising," the cutter chanced across the small steam tug *Harbinger*—the latter laden with 300 cases of Black and White Scotch whiskey—and escorted her into Boston to see that she unloaded none of her cargo of spirits, and later, to Newport, R.I. At each stop, federal law enforcement officials saw to it that the craft remained fully loaded.

In December 1922, *Acushnet* was provided with an opportunity to perform her primary function, that of aiding ships in distress, and her auxiliary function, the suppression of the bootleg liquor trade, when she went to the aid of the schooner *Salvatrice*. The latter, discharging her illegal cargo, became caught in an Atlantic gale that nearly crippled her. *Acushnet* took the craft into Boston harbor, her pumps maintaining a successful battle to keep her "prize" afloat. Later, in 1924, *Acushnet*, in company with Customs' vessels, seized the rum-running yacht *Fantensa*.

Besides attempting—sometimes unsuccessfully—to stem the flow of illegal liquor into the United States, Coast Guard cutters also took part in operations clearing wrecks and derelicts from the sealanes off the coasts and in inland waterways.

On 7 May 1924, *Acushnet* found the waterlogged schooner *James C. Hamlen* aground and at anchor; later, in company with tugs *Commissioner* and *Alert*, *Acushnet* succeeded in towing the schooner into Vineyard Haven so that she could be restored to service. In less than a year, *Acushnet* would again be involved in salvage work. On the morning of 13 January 1925, she was summoned to the entrance to Nauset harbor, on the eastern end of Cape Cod, Mass., where submarine *S-19* (SS-124) had run aground. Later that day, ships—including *Acushnet* and USCGC *Tampa*—converged on the scene to render assistance. Ultimately, salvage vessels hired by the Navy to perform the operation enabled the release of the Coast Guard vessels and successfully brought *S-19* from her perch on the rocks.

In the spring of 1928, *Acushnet* cleared the sea lanes of two menaces to navigation. The first consisted of the wreckage of a wooden ship which she picked up some 5 miles south of the Northeast Light vessel at the entrance to Delaware Bay and towed inside the Delaware breakwater where the Lewes, Del., station crew beached it. The second was another mass of wreckage (possibly from the same vessel) in the same general area which she handled in the same manner as she had used with the first. The following November, the Coast Guard destroyer *Henley* spotted a derelict—the floating derrick *Van Frank No. 2* and turned it over to *Acushnet*, which towed it into Sandy Hook Bay and secured it on 10 November 1928. Ironically, the same ships picked up the same derelict exactly one year later, on 10 November 1929, merely repeating the procedure.

On 15 January 1932, the steamship *Lemuel Burrows*, while en route from Boston to Newport News, Va., rammed the Coast Guard destroyer *Herndon* as the latter steamed on patrol off the fog-bound coast, some 50 miles southwest of Montauk Point. Due to the fog and to the fact that *Herndon's* radio transmitters had been rendered inoperative by the collision, the destroyer's identity remained a mystery until the repairs to her transmitters enabled her to transmit distress signals within a half hour of the collision. Upon receipt of word of *Herndon's* plight, *Acushnet*

departed her base at Woods Hole and sped to the scene to render assistance. By the time she arrived in the vicinity, a boat from *Lemuel Burrows* had located *Herndon* in the pea-soup fog, and the former had taken the latter under tow. *Acushnet* then took over the towing duties from the merchantman and brought the disabled destroyer into Boston for repairs.

However, *Acushnet's* Coast Guard days were numbered. Toward the middle of the 1930's, the Navy had perceived a pressing need for tugs and turned to the Coast Guard for help until new construction could fill the gap. As a result, the Coast Guard delivered *Acushnet* to the Navy at the Norfolk Navy Yard on 30 May 1936. During the ensuing two months, the ship was fitted out for naval service; and, on 1 September 1936, *Acushnet*—classified as an oceangoing tug and designated AT-63—was commissioned, Lt. Percy S. Hogarth in command.

Over the next five years, *Acushnet* operated in the 5th Naval District, operating primarily between the Norfolk Navy Yard at Portsmouth, the Naval Operating Base (NOB), Norfolk, and such ports as Yorktown, Va., Dahlgren, Va., and Indian Head, Md., as well as Washington, D.C., Baltimore and Annapolis, Md., towing barges and lighters within the confines of the 5th Naval District. Besides her routine towing voyages up and down the Potomac and into the Tidewater regions, *Acushnet* performed other duties as required. She towed a cargo of condemned ammunition from the naval ammunition depot at Julien's Creek, Va., to the 100 fathom curve off the Southern Drill Grounds and dumped it on the night of 5 October 1939; she towed targets for the battle practices of the heavy cruisers *San Francisco* (CA-38) and *Quincy* (CA-39) on 7 and 8 November 1939; she pulled ex-*Nereus* (AC-3) to her lay-up berth in the James River, in the "Ship Graveyard" off Fort Eustis, on 13 November 1939; and towed targets for the new destroyers *Morris* (DD-418) and *Gleaves* (DD-423) between 18 and 21 November 1940.

Acushnet's duties changed little after the United States entered World War II. She continued her operations in the Chesapeake Bay region, touching at points on the Potomac River and along the Maryland and Virginia coasts, as before. *Acushnet* remained attached to the 5th Naval District until June 1944, when she was temporarily assigned duties in the Panama Sea Frontier. Shortly before this change of station, the ship was reclassified an "oceangoing tug, old," and redesignated ATO-63.

Departing Norfolk on 28 June 1944, *Acushnet* reached Balboa, Canal Zone, on 13 July, via Havana, Cuba, and operated under the auspices of the Panama Sea Frontier until returning to Norfolk on 11 August 1944.

Shortly after resuming her operations in the Tidewater area, *Acushnet* was returning from the Southern Drill Grounds during heavy weather on the evening of 13 September 1944 with target raft no. 67 in tow, when the latter drifted and damaged the tug's rudder to such an extent that *Acushnet* had to be taken in tow by the destroyer escort, *Clarence L. Evans* (DE-113). *Sciota* (ATO-30) took over the tow from the destroyer escort soon thereafter.

However, by 1000 on the following morning, the storm had attained hurricane force, and by 0100 on the 15th the wind had reached 95 knots. Target raft no. 67 soon parted company from *Acushnet* and ran aground. Later, as the wind and seas diminished, the Coast Guard tug *Carrabasset* (ATCG-1) took over towing the venerable *Acushnet* and brought her safely to Norfolk. The tug underwent repairs at Norfolk for the next two weeks and then resumed her towing duties on the Potomac River and in the Chesapeake Bay region.

Acushnet thus spent the remainder of World War II operating in the 5th Naval District, indeed as she had done throughout her career in the Navy. However, because of the construction of a new generation of powerful fleet tugs, there was no place in the postwar Navy for such veterans as *Acushnet*. Declared surplus to Navy needs on 20 September 1945, *Acushnet* was decommissioned at Berkeley, Va., on 14 December 1945. Struck from the Naval Vessel Register on 8 January 1946, *Acushnet* was transferred to the Maritime Commission for disposal on 12 December 1946.

Adair

Counties in Iowa, Kentucky, Missouri, and Oklahoma.

On 23 August 1942, the name *Adair* was assigned to APR-1, which was to be the first of a class of 11 projected rescue trans-

ports whose construction had been approved by the Chief of Naval Operations on 19 January 1942. These vessels were intended to accompany transatlantic convoys to rescue survivors of any ships which were sunk by U-boats during the crossing. However, the pace of early wartime warship construction so overloaded the Nation's shipbuilding capabilities that the class was canceled on 12 March 1943 before contracts for construction of any of these ships could be let.

I

(APA-91: dp. 13,143 (lim.); l. 473'1"; b. 66'0"; dr. 25'0" (lim.); a. 18.6 k. (cl.); cpl. 555; trp. 1,514; a. 2 5", 4 40mm., 18 20mm.; cl. *Windsor*; T. C2-S-A3)

Adair (APA-91) was laid down under a Maritime Commission contract (MC hull 594) as *SS Exchequer* on 28 July 1943 at Sparrows Point, Md., by the Bethlehem-Sparrows Point Shipyard, Inc.; launched on 29 February 1944; sponsored by Mrs. Elsie N. Keefer; acquired by the Navy on 15 July 1944; and commissioned that same day, Capt. S. P. Comly in command.

A little more than a month later, after shakedown training in Chesapeake Bay and logistics at Norfolk, the attack transport departed that port on 21 August, bound ultimately for the central and western Pacific. She transited the Panama Canal on 27 August and, after stops at the California ports of San Diego and San Pedro, continued west to Pearl Harbor where she arrived in mid-September. There, she embarked the 13th and 135th Naval Construction Battalions and got underway for the Mariana Islands on the 29th. En route, the attack transport made an 11-day stop at Eniwetok in the Marshall Islands from 8 to 19 October. The ship disembarked her passengers at Tinian Island in the Marianas on 26 October and made a five-day visit to Saipan between 27 and 31 October.

Following her visit to Saipan, *Adair* embarked upon an 11-week assignment in the southwestern Pacific with the 7th Fleet. She reported for duty to the Commander, 7th Fleet, on 5 November and, for one month thereafter, made short voyages between ports in the southwestern Pacific including Hollandia and Finschhafen in New Guinea and Manus in the Admiralty Islands. On 5 December, she concluded that series of voyages at Noemfoor, an island of the Schouten group located just north of the western portion of New Guinea. There, she began preparations for her part in the impending assault on Luzon.

Adair embarked elements of the Army's 158th Regimental Combat Team and—after maneuvers at Japen Island on 2 January 1945 and a refueling stop at Mios Woendi—got underway for Lingayen Gulf on 4 January. Although her formation's passage to northwestern Luzon was marked by frequent air alerts and at least one underwater sound contact, the transport and her ships experienced no actual hostile action. *Adair* carried troops assigned to the Reinforcement Group and, consequently, did not participate in the 9 January initial assault. She entered the gulf on the night of 10 and 11 January, and *Adair* had completed unloading by nightfall. On her voyage from Lingayen Gulf to Leyte, she continued her charmed life though air attacks occurred sporadically. At Leyte, she embarked elements of the Army's 12th Cavalry Regiment for transportation to the Luzon campaign. On the return voyage, air attacks resumed. *Adair* came through unscathed, but companion ship *Shadwell* (LSD-15) suffered a damaging kamikaze crash on the 24th that forced her to return to Leyte for repairs. At Lingayen, *Adair* disembarked the cavalrymen and took casualties on board for the return voyage to Leyte.

Early in February, the attack transport voyaged from Leyte to the southern Solomons to prepare for the last major amphibious assault of the war, the invasion of Okinawa. She concluded her stay in the Solomons with a week of maneuvers and then departed Guadalcanal on 15 March with elements of the 4th Marines and of the 11th Construction Battalion (Special) embarked. She stopped at Ulithi Atoll in the Western Carolines between the 26th and 28th and then continued on to the Ryukyus. *Adair* and her companions arrived off the objective before sunrise on D day, 1 April, and began unloading equipment and disembarking troops at dawn. A shore battery opened fire on the transports, but heavy ships of the gunfire support group quickly silenced it, permitting the unloading to continue. That night, she and other transports retired to a safer area at sea to the west of Okinawa. She continued that routine—daylight unloading at the Hagushi

beaches alternated with night retirements to the East China Sea—until 5 April. Air alerts continued throughout the period though *Adair* escaped direct attack.

On 5 April, the ship departed the Ryukyus in company with a convoy bound for Saipan. She stopped only briefly in the Marianas before resuming her voyage via Pearl Harbor to San Francisco, which port she entered on 27 April. After voyage repairs, the attack transport embarked men and equipment of the 1022d Construction Battalion and departed the west coast on 18 May for a round-trip voyage to Guian on Samar Island in the Philippines. She concluded that mission at San Francisco on 20 July by disembarking soldiers returning for discharge. On 2 August, she returned to sea carrying replacements to the Fleet. On the day she crossed the International Dateline, 14/15 August, the Japanese capitulated; and hostilities formally ended.

Adair dropped off her passengers at Eniwetok on 5 September and continued on to the Philippines. She made stops at Tacloban on Luzon, Guian on Samar, and at Panay Island before clearing the archipelago on 14 September with occupation troops embarked for Korea. She returned to the Philippines late in September and loaded additional occupation troops. After carrying those men to Jinsen, Korea, early in October, she shaped a course for Okinawa on the 16th. The attack transport loaded marines during her brief stop in the Ryukyus and then got underway for the west coast. She arrived in San Diego on Armistice Day 1945.

Adair made one more round-trip voyage to the western Pacific in December and January. She carried replacements to Guam where she replaced them with another draft of replacements bound for Tientsin, China. At Tientsin and Shanghai, she loaded her last group of returning veterans and headed home. She reached the west coast early in 1946 and there found orders sending her to the east coast and inactivation. The attack transport arrived in Norfolk, Va., on 8 March 1946.

Adair was placed out of commission at Norfolk on 30 April 1946. She was delivered to the Maritime Commission's War Shipping Administration for disposal on 3 May 1946, and her name was struck from the Navy list on 8 May 1946. The former attack transport was sold sometime in 1947 to American Export Lines Inc., of New York City. She was refitted for mercantile service and served as *SS Express* for over two decades, first with the American Export Lines, Inc., and, near the end of her career, with the Mutual Steamship Operating Co. Sometime between early 1970 and early 1971, her name disappeared from mercantile lists.

Adair earned two battle stars during World War II.

Adak

An island in the central Andreanof Islands of the Aleutian chain. During World War II, it was developed into an air base to attack Japanese-occupied Kiska.

Adak (YFB-28)—a projected ferryboat authorized on 3 March 1942—was apparently never laid down, and her construction was cancelled on 14 November 1944.

Adamant

While still on the building ways, *Adamant* (AMc-61) was renamed *Acme* (AMc-61) (*q.v.*) on 17 May 1941.

I

(AMc-62: dp. 185; l. 97'1"; b. 22'0"; dr. 9'0"; s. 10.0 k.; cpl. 17; a. 2 .50-cal. mg.; cl. *Accentor*)

Adamant (AMc-62) was laid down on 31 March 1941 at Greenport, Long Island, N.Y., by the Greenport Basin & Construction Co. as *Advance*; renamed *Adamant* on 17 May 1941; launched on 7 June 1941; sponsored by Mrs. Kelly Hunter, a niece of Secretary of the Treasury Henry Morgenthau, Jr.; and placed in service on 26 September 1941 at the New York Navy Yard, Lt. (jg.) R. A. L. Ellis, USNR, in charge.

The coastal minesweeper completed fitting out at Brooklyn, N.Y., before getting underway on 23 October 1941 for Hampton

Roads, Va. She arrived at Norfolk the following day and reported for duty to the Commandant, 5th Naval District. She completed shakedown training in Chesapeake Bay and, on 13 November, began duty with the 5th Naval District Inshore Patrol forces. She operated in and around Norfolk until late May 1944 when she was reassigned to the 1st Naval District. She arrived at Boston, Mass., on 29 May 1944 and served in New England coastal waters until June 1945. On 18 June 1945, *Adamant* departed Boston for Charleston, S.C. She arrived at her destination on 28 June and served for almost six months in the 6th Naval District. On 18 December 1945, the minesweeper was placed out of service at Charleston. Although her name was struck from the Navy list on 8 January 1946, the former warship remained in Navy custody at Charleston for another 14 months. On 3 March 1947, she was sold to Mr. Lloyd Lambert, of Baltimore, Md., for scrapping.

Adams

The brig, frigate, and screw gunboat named *Adams* all honored John Adams, the second President of the United States and an ardent champion of the Navy. See *John Adams (q.v.)* for his biography.

Adams (DM-27) was named in honor of Samuel Adams, born at Northampton, Mass., on 10 April 1912. Appointed to the Naval Academy from Massachusetts' 2d Congressional District in 1931, Adams graduated in 1935. Following sea duty in the battleships *West Virginia* (BB-48) (28 June to 19 July 1935), and *Tennessee* (BB-43) (19 July 1935 to 2 January 1938), Adams underwent flight instruction at the Naval Air Station, Pensacola, Fla., and was designated a naval aviator on 17 January 1939. Promoted to lieutenant (j.g.) soon thereafter, he served a brief tour of duty in the *Saratoga* (CV-3) air group from 12 April to 12 May 1939, before he was assigned to Bombing Squadron (VB) 5, attached to the aircraft carrier *Yorktown* (CV-5) on 13 May 1939.

Yorktown, to which VB-5 was attached, operated with the Pacific Fleet until the spring of 1941, when she was transferred to the Atlantic. Early in this period, VB-5 operated off *Ranger* (CV-4) as VB-5 and other *Yorktown* squadrons exchanged with units from that carrier, carried out neutrality patrols in the North Atlantic. Adams remained with the squadron through its transition at Norfolk from the Northrop BT-1 to the famous Douglas SBD "Dauntless," and flew patrols from *Yorktown* when that carrier covered convoys in the North Atlantic in the fall of 1941.

Soon after Pearl Harbor, *Yorktown* returned to the Pacific, and took part in the raids on Japanese advanced bases in the Marshalls and Gilberts. Adams, by that point one of the more senior pilots in the group, led a section of SBDs from VB-5 in raids on Japanese shipping and installations at Jaluit on 1 February 1942. A little over a month later, he again led a section, in the combined *Yorktown-Lexington* (CV-2) air group strike on Japanese shipping off Lae and Salamaua, New Guinea, on 10 March 1942. He also led sections in the raids on Tulagi (4 May 1942) and in the Battle of the Coral Sea (7 and 8 May 1942). For his performance in those engagements in the first six months of the war, he received two Navy Crosses.

Although VB-5 had performed arduous duty in the early wartime period, the circumstances prevailing shortly before the Battle of Midway meant that there would be no rest for it. Temporarily redesignated as "Scouting" Squadron 5, VB-5 returned to the fray in *Yorktown*, which had been hastily repaired after being damaged in the Coral Sea.

During the action at Midway on 4 June 1942, dive bombers from *Yorktown* and *Enterprise* mortally damaged three of the Japanese striking force's four carriers. Adams and his wingman, Lt. Harlan R. Dickson, were among the VB-5 pilots assigned a search sector in the effort to locate *Hiryu*, the one carrier left undamaged.

They found their quarry, and though Adams and Dickson were attacked by a "Zero" fighter, Adams radioed a precise contact report which enabled a striking group of planes from *Enterprise* (CV-6)—including those from *Yorktown*'s orphaned VB-3—to locate *Hiryu* and score hits that knocked her out of the battle and led to her ultimate abandonment.

The next afternoon, while flying a search mission from *Enterprise*, Adams spotted the Japanese destroyer *Tanikaze*. As he began his dive, he urged his wingmen to take their time in order to make accurate attacks. His SBD dove into the cloud cover,

and was never seen again. Adams and his radioman, Aviation Radioman 1st Class Joseph J. Karrol, fell to the destroyer's anti-aircraft fire.

For his significant role in the Battle of Midway, Adams was posthumously awarded a third Navy Cross.

I

(Fr: t. 530; lbp. 113'; b. 34'; dph 10'9"; cpl. 220; a. 24 12-pdrs.)

The first *Adams*—a frigate rated at 28 guns—was laid down in 1797 at New York City by John Jackson and William Sheffield and launched on 8 June 1799. Capt. Richard Valentine Morris took command of the ship.

The frigate departed New York in mid-September 1799 and headed for the West Indies to protect American shipping from attacks by French privateers. She arrived at Saint Christopher on 10 October and soon began cruising nearby waters in search of French men of war and any prizes which had been captured by warships flying French colors.

Later that month, she recaptured the brig *Zylpha* and assisted *Insurgent* in taking an unidentified 4-gun French privateer and freeing an English brig and a schooner from Boston which that vessel of prey had seized.

On 12 November, she again teamed with *Insurgent* in recapturing the 14-gun English brig *Margaret*. On the 15th, they took the French privateer *Le Onze Vendémiaire*. On the 20th, they cooperated in liberating the schooner *Nancy* which had struck her colors on the 18th.

On 10 January 1800, *Adams* and *Eagle* made the French schooner *La Fouguese* their prize and, late in the month, *Adams* recaptured the schooner *Alphia*. Two more French schooners, *L'Heureuse Rencontre* and *Isabella* fell into her hands in February. The following month, she freed the sloop *Nonpareil* and she did the same for the schooner *Priscilla* in April.

But *Adams*' most successful month came in May when she recaptured an unidentified schooner and teamed up with *Insurgent* once more in freeing a British letter of marque. During the same month she also recaptured another schooner named *Nancy*, one called *Grinder*, and an unidentified brig while capturing the brig *Dove* and the schooner *Renommée*.

In need of repairs, *Adams* returned to New York in July 1800, but early in the fall headed back to the Caribbean under the command of Capt. Thomas Robinson. However, on this cruise, she did not have the success which she had enjoyed under Capt. Richard Morris but for the most part was limited to patrol and escort duty. She did manage to recapture the British schooner *Gremlin*, but the date of the action is unknown. On 23 March, the Secretary of the Navy ordered her home and she was laid up at New York.

However, trouble in the Mediterranean prevented her respite from being long. The Barbary states on the northern coast of Africa were capturing American merchantmen attempting to trade in that ancient sea and enslaving their crews. *Adams* was reactivated in the spring of 1802 under the command of Capt. Hugh George Canfield. On 10 June 1802, she departed New York and headed for the Strait of Gibraltar carrying orders for Commodore R. V. Morris, her first commanding officer who was now in command of the American Mediterranean Squadron. She arrived there on 22 July and remained in that port blockading the Tripolitan cruiser *Meshuda* lest she escape and prey on American shipping. It was not until 8 April 1803 that she was freed of this duty. She then joined the rest of Morris' squadron in operations of Tripoli.

However, as a squadron commander, Morris seemed to have lost the dash and daring he had displayed in operations against the French in the West Indies while in command of a single ship. His indecisiveness in the Mediterranean prompted Washington to order his recall and he sailed for home in *Adams* on 25 September. The frigate carried Morris to Washington and was placed in ordinary at the navy yard there in November 1803.

Reactivated under command of Capt. Alexander Murray in July 1805, *Adams* cruised along the coast of the United States from New York to Florida protecting American commerce. In the autumn of the following year she was again laid up in Washington and—but for service enforcing the Embargo Act in 1809—remained inactive at the nation's capital until the outbreak of the War of 1812. In August 1811 she became the receiving ship at the Washington Navy Yard.

In June 1812, *Adams* was cut in half amidships and lengthened 15 feet in the course of being completely rebuilt as a sloop-of-war. Commanded by Capt Charles Morris, she was ready for action by the end of the year, but was bottled up in the Chesapeake Bay by blockading British warships until she finally managed to slip out to sea on 18 January 1814. She cruised in the eastern Atlantic and along the African coast and took five merchantmen prizes before putting in at Savannah, Ga., in April.

Underway again in May, she headed for the Newfoundland Banks and ultimately sailed eastward to waters off the British Isles. During this cruise, she took five more merchant ships, chased two more into the Shannon River, and barely managed to escape from a much larger British warship. Near the end of her homeward passage, she ran aground on the isle of Haute on 17 August 1814 and was damaged seriously. Skillful seamanship aided by a rising tide managed to refloat the ship and despite heavy leaking she made it into the Penobscot River and reached Hampden, Maine. There on 3 September 1814, she was scuttled and set ablaze to prevent capture by a large and powerful British squadron.

Adams—a newly constructed 200-ton brig—was purchased during the summer of 1812 by General William Hull, the Army commander at Detroit (now in Michigan) to add to the defenses of that forward outpost. However, before the ship could be armed, Hull surrendered her along with Detroit on 16 August 1812. The British armed the prize and commissioned her as *HMS Detroit*. She and *HMS Caledonia* gave the British undisputed control of Lake Erie. All changed early on the morning of 9 October 1812 when a boat expedition commanded by Lt. Jesse D. Elliott captured the two vessels right under the muzzles of the guns at Fort

Erie. *Caledonia* made it safely to the temporary American base at Black Rock, but *Detroit*, owing to light wind, was swept away by the Niagara River's strong current and was forced to anchor within range of British guns. An artillery duel ensued. Elliott brought all his guns to his engaged side and continued the cannonade until his supply of ammunition was exhausted. Thereupon, he cut the cable; and the brig drifted down the river. She grounded on Squaw Island within range of both British and American batteries. Elliott and his men abandoned her; and, almost immediately, some two score British soldiers took brief possession of the brig. American guns soon drove them out with great loss, and both sides began pounding her with gunfire. The Americans finally set fire to and destroyed the battered hulk.

II

(ScStr: dp. 1,375; l. 185'0"; b. 35'0"; dr. 14.3'; s. 9.8 k.; cpl. 190; a. 1 11", 4 9", 1 60-pdr. P.r.; cl. *Adams*)

The second *Adams*—a single screw, wooden-hull, bark-rigged steamer—was laid down in February 1874 at Boston, Mass., by Donald MacKay; launched on 24 October 1874; and commissioned on 21 July 1876 at the Boston Navy Yard, Comdr. John W. Philip in command.

Though initially assigned to the North Atlantic Station, *Adams* appears to have had no real mission on that station. She spent most of her time in a succession of ports getting ready for permanent assignment. She departed Boston on 6 August, visited Philadelphia between 9 August and 3 September, and then returned to sea, bound for the Norfolk-Hampton Roads area. The warship tarried there from 6 September to 17 November at which time she got underway for Port Royal, S.C. She arrived in Port Royal



Adams moored off Vallejo, Calif., in mid-March 1898, shortly before the ship was placed out of commission at the Mare Island Navy Yard. (NR&L (O) 5806)

on 20 November and spent the winter of 1876 and 1877 there. On 9 March 1877, *Adams* headed back to Norfolk. She arrived there on the 12th and remained about five weeks. On 21 April, the warship put to sea for duty on the South Atlantic Station.

If her mission on the North Atlantic Station could be regarded as preparatory, her South Atlantic Station assignment might be called transitory. She arrived at Rio de Janeiro, Brazil, on 2 June. Over the next three months, *Adams* operated along the Brazilian coast, performing one search mission in June and a survey operation in July. On 8 September, she stood out of Rio de Janeiro and headed south toward the Strait of Magellan. Along the way, the warship called at Montevideo and Buenos Aires. She arrived at the Strait of Magellan on 12 November and remained in the vicinity almost a month to be available to provide assistance to Chilean government officials at Sandy Point during a mutinous situation there. *Adams* resumed her voyage on 8 December and entered port at Valparaíso, Chile, on the 14th.

On the first day of 1878, the warship stood out of Valparaíso bound for Callao and to begin cruising on the Pacific Station. She stopped at Callao from 11 January to 5 February and reached Panama on 21 February. *Adams* remained at Panama for three months. On 10 May, the ship embarked the Samoan plenipotentiary, la Mamea, who had just completed negotiations in Washington on a treaty of amity and commerce between the United States and his island kingdom, and she set sail to return him and his delegation to Samoa. *Adams* arrived in Apia harbor on 28 June and stayed for a month to participate in the requisite ceremonies and celebrations. Between 29 and 30 July, she made the transit from Apia to Pago Pago, the harbor the rights to which the United States had acquired as a result of the recent treaty. *Adams* returned to Apia for two weeks from 7 to 20 August and then got underway to return to the west coast of South America.

The warship arrived at Valparaíso, Chile, on 15 October and remained there until late November. On 21 November, *Adams* stood out of Valparaíso bound for Callao, Peru, where she arrived on 2 December for a two-month sojourn. She returned to sea on 5 February 1879 to voyage to Panama, reaching her destination on 14 February. After nearly three months at Panama, *Adams* headed back to Callao on 11 May and entered that port on the 20th. A week later, on the 27th, she stood out to sea and laid in a course to Panama on the first leg of a leisurely voyage up the coast via Punta Arenas in Costa Rica, La Unión in Salvador (now known as El Salvador), and Acapulco and Mazatlan in Mexico. On 19 July, the warship arrived in San Francisco and, two days later, began a lengthy period of repairs at the Mare Island Navy Yard.

Adams concluded her long stay at Mare Island on 3 February 1880. She made the short trip back to San Francisco that same day and began preparations to return to duty on the Pacific Station. The warship put to sea again on 21 February and headed south. Voyaging by way of Pichilínque Bay and Mazatlan in Mexico, *Adams* arrived at the Gulf of Dulce in Costa Rica on 29 February and set about establishing a coaling point for ships serving on the Pacific Station. After completing that mission, the warship cruised on station between Costa Rica and Peru until the summer of 1881. On 11 June 1881, she departed Punta Arenas, Costa Rica, to return to San Francisco. She reached her destination on 12 July and entered the Mare Island Navy Yard on the 28th.

Adams left the yard on 23 August and returned to San Francisco for two days before heading back to the west coast of Latin America on the 25th. She arrived at Panama (then a part of the United States of Colombia) on 15 September to begin another seven months cruising along the Central American coast. On 11 April 1882, she concluded her assignment on the coasts of South and Central America by departing Panama and setting a course for California. The warship made stops in Mexico at Acapulco and Pichilínque Bay before reentering San Francisco Bay on 11 May. Two days later, she made the short trip to the Mare Island Navy Yard for a month of repairs.

Back at San Francisco on 11 September, *Adams* stood out to sea the following day. Instead of heading south to the coasts of Latin America, however, she pointed her bow north and made for Alaskan waters. The warship reached Sitka on 1 October and began a tour of duty in the northern Pacific of almost 23 months in duration. Her two main functions in Alaska seem to have been monitoring the seal fur industry and regulating the relations between the native Indian and Eskimo population and the multitude of white traders, trappers, prospectors, sealers, and whal-

ers that had established themselves in the area since the United States purchased the territory from Russia in 1867.

Adams had not been on station a month before her commanding officer had to intervene in two incidents involving representatives of the Northwest Trading Company and the native population. Both cases involved the accidental death of an Indian while performing work for the company. In the first instance Comdr. Merriman, backed by *Adams* and her guns, simply informed the Indians that their custom of levying reparations in the event of an accidental death did not apply in relations with white men and warned them that attempts to do so would bring swift reprisal. That tribe submitted with ill-concealed malevolence.

The second instance, however, required a more emphatic response. When an Indian shaman died as the result of an accidental explosion during a whaling operation on 22 October, the natives of the village of Angoon seized two white men and two of the three company vessels involved and demanded a payment of 200 blankets. The superintendent quickly put to sea in the company's steam tug *Favorite* and made the voyage to Sitka. There, Comdr. Merriman armed *Favorite* with a howitzer and a Gatling gun and mounted an expedition comprising *Favorite* and *Adams'* launch reinforced with 50 sailors and 20 marines from *Adams* and soon augmented by the revenue cutter *Corwin*.

Upon arrival at Angoon, the force collected as many of the Indians' canoes as possible, and Comdr. Merriman held a meeting with some of the Indians during which he made counter demands for the release of the hostages and a levy of 400 blankets in return for which the expedition would spare their canoes and village. To buy time, the Indians accepted the demands at first and released the hostages; however, after they had an opportunity to hide their canoes and gather their forces, the Indians refused to honor the agreement. Thereupon, *Corwin* and *Favorite* took the village under fire, destroying a number of houses. When the ships ceased fire, a landing party went ashore and set fire to some of the remaining houses. At that point the Indians submitted. Comdr. Merriman left a party of sailors at Angoon to insure continued good faith, and he and the remainder returned to Sitka in *Corwin* to reembark in *Adams*.

Adams patrolled Alaskan waters from her base at Sitka until late in the summer of 1884. On 19 August 1884, the warship departed Sitka and headed south along the coast of North America. She arrived in San Francisco on the 27th and moved to the Mare Island Navy Yard the following day. On 20 September 1884, *Adams* was placed out of commission at Mare Island. She remained inactive for a little more than a year. On 2 November 1885, she was recommissioned at Mare Island, Comdr. Louis Kempff in command. *Adams* spent the ensuing month preparing for an extended tour of duty on the coasts of Central and South America.

She stood out of San Francisco on 2 December and, after several stops at Mexican ports along the way, arrived at San Jose de Guatemala on 4 January 1886. For 16 months, *Adams* "showed the flag" along the western coast of Latin America between Guaymas, Mexico, in the north and Coquimbo, Chile, in the south. On 15 May 1887, the warship left Acapulco, Mexico, and set a course for the Hawaiian Islands. She arrived in Honolulu on 14 June.

As tantalizing as it might be to speculate on the relationship between her arrival in Honolulu and the "Bloodless Revolution of 1887" carried out during her extended stay in Honolulu, neither she nor her sailors participated in the events ashore. Her presence, however, probably fostered an air of sanguinity in the minds of those Americans who carried out reforms in the government of the native monarch. The political situation ashore did prompt the extension of her visit until almost three weeks after the elections held on 12 September. *Adams* steamed out of Honolulu on 2 October.

Leaving one Polynesian paradise in her wake, the warship set course for another—Samoa. She entered the harbor at Apia on the island of Upolu on 19 October. Her sojourn in the Samoan Islands came as a result of increased German influence in the islands and lasted almost without interruption—she made a round-trip voyage to Tonga in November 1887—until the beginning of 1888. During her stay, *Adams* also visited Tutuila and Pago Pago but returned periodically to Apia. On 1 February 1888, the warship departed Pago Pago and set sail for Hawaii. She arrived in Honolulu on 27 February and remained there until mid-May. On 14 May, *Adams* put to sea to return to Samoa where she

arrived at the end of the month. The warship spent the summer months of 1888 cruising among the major islands that make up the Samoan group, leaving the vicinity only once, in late July, for another visit to Tonga. On 15 September, *Adams* entered port at Apia and remained there until near the end of the first week in December.

On 6 December, she set sail for the United States. The warship made a stop of nearly two weeks duration at Honolulu early in January 1889 before resuming her voyage to the California coast. *Adams* reached San Francisco on 30 January. On 1 February, she moved to the Mare Island Navy Yard where she was placed out of commission briefly for repairs between 25 March and 22 April 1889. Recommissioned on the latter date, Comdr. Edwin T. Woodward in command, *Adams* took on stores and supplies before departing San Francisco on 18 June. She arrived at Honolulu on Independence Day 1889 and remained there for a month.

The duration of her stay in Hawaii resulted from the maturation of a plot to dethrone King Kalakaua and dissolve the reform government installed by American business and missionary interests as a result of the "Bloodless Revolution of 1887" that had been carried out in the course of *Adams'* previous extended sojourn in the islands. During the night of 29 and 30 July, insurgents occupied the palace grounds and a local militia unit, styled the Honolulu Rifles, took up positions in support of the government. By the evening of the 30th, the Honolulu Rifles had subdued the insurrection. At that point, a landing party from *Adams* went ashore and established itself in the vicinity of the American legation. The Hawaiian government restored order quickly without the necessity of American intervention, so the landing party reembarked in the warship the following morning.

On 4 August 1889, *Adams* departed Honolulu and shaped a course south to Samoa. The warship arrived at Apia, Samoa, on 20 August. For the next nine months, she remained in those islands serving as American station ship there making periodic visits to various of the islands. On 2 May 1890, *Adams* set sail from Pago Pago bound via Hawaii for the west coast of the United States. She entered San Francisco Bay on 24 June and moored at the Mare Island Navy Yard on the 25th. There, she was placed out of commission, in ordinary, on 31 July 1890. After almost 20 months of inactivity at Mare Island, *Adams* was recommissioned on 23 March 1892, Comdr. Thomas Nelson in command.

Upon resuming active service, the steam frigate rejoined the forces assigned to the Pacific Station and returned to one of her old haunts—Alaskan waters. She stood out of San Francisco on 12 April 1892 and, after stops in Washington state, arrived at Sitka, Alaska, on 17 May. For more than six months, *Adams* patrolled the sealing grounds of the northeastern Pacific enforcing regulations on the seal fur industry. On 1 December, the warship departed Unalaska to return to San Francisco for repairs. Arriving at her destination on 17 December, she moved to the Mare Island Navy Yard that same day and then entered drydock on the 20th. Refloated on 11 January 1893, *Adams* remained in the San Francisco Bay area until 12 April when she put to sea on her way to the Hawaiian Islands. Her mission, as in the past, was to observe conditions and protect American interests during a period of domestic political unrest. That situation had been brought about by the revolution of January 1893 in which the faction that favored annexation by the United States overthrew the native Hawaiian monarchy once and forever, replacing the government of Queen Liliuokalani with a republic. *Adams* arrived in Honolulu on 26 April 1893 and remained there for almost a year.

On 15 April 1894, the warship stood out of Honolulu and shaped a course for the northwestern coast of the United States. She arrived in Port Townsend, Wash., on 1 May. On the 4th, she entered drydock at Quartermaster's Harbor, Wash. On the 10th, *Adams* took departure from Port Townsend and headed back to Alaska. She reached Sitka on 26 May and resumed duty patrolling the sealing grounds on the 29th. That duty lasted until 27 August when she left Sitka, Alaska, to return to California. *Adams* arrived in San Francisco on 12 September and entered the yard at Mare Island that same day. The warship completed work in the drydock on 8 November only to be placed out of commission eight days later on 16 November 1894.

After more than 13 months of inactivity at the Mare Island Navy Yard, *Adams* was placed back in commission there on Christmas Eve 1895, Comdr. Eugene W. Watson in command. Following almost two months of preparations, the warship

exited San Francisco Bay on 18 February 1896 on her way to the Hawaiian Islands. She stood into Honolulu on 1 March and began nine months of duty there. *Adams* left Honolulu on 12 December and arrived at San Francisco on the 28th. After repairs, she returned to sea early in February 1897 to begin duty training recruit apprentices and cruised the waters along the California coast until the latter part of April. On 19 April, she cleared Magdalena Bay, in Lower California (Mexico), and shaped a course for Hawaii. During May, *Adams* visited Hilo and Honolulu before heading back to the west coast of the United States on 29 May. She arrived at Port Angeles, Wash., on 18 June and spent the summer and fall of 1897 visiting ports on the west coasts of Canada and the United States. On 21 November, *Adams* stood out of Magdalena Bay on her way to Hawaii again. The warship arrived at Hilo on 14 December. After stops there and at Honolulu, she put to sea to return to California on 6 January 1898. On 30 April 1898, *Adams* was decommissioned once more. She remained inactive for just over five months. On 7 October 1898, the warship was recommissioned, Comdr. George M. Book in command.

Adams returned to sea on 24 March 1899 with a full complement of recruits embarked for training. She arrived at Magdalena Bay for the usual month of drills at that location. On 4 May, she stood out of the bay for the portion of the training cruise that took her to Hawaii. Her visit to the islands lasted from 26 May to 19 June and included stops at Hilo, Lahaina, and Honolulu. *Adams* returned to the west coast of North America on 13 July at Port Angeles, Wash. A week later, she embarked on the Canadian leg of the voyage. *Adams* entered San Francisco on 26 July.

Apprentice training cruises along the west coast, punctuated by periodic voyages to Hawaii, occupied her time until the beginning of 1904. She returned to San Francisco from her last training cruise on 14 March 1904 and disembarked the apprentices for distribution throughout the fleet. At that point, *Adams* began fitting out for an extended tour of duty as station ship at Samoa. She stood out of San Francisco Bay on 24 April 1904 and, after sailing by way of Honolulu, entered port at Pago Pago at the beginning of June. *Adams* remained on station at Samoa for three years. On 17 June 1907, she set sail to return to the United States by way of the Indian Ocean, the Suez Canal, the Mediterranean Sea, and the Atlantic Ocean. On 21 November 1907, while *Adams* was completing the last leg of her voyage home, the Navy Department decided to loan her to the State of Pennsylvania as a school ship. She arrived at League Island, Pa., on 19 December 1907; and she was placed out of commission there on 31 December 1907.

Turned over to Pennsylvania on 20 August 1908, *Adams* served as school ship for the Public Marine School at Philadelphia until returned to Navy custody on 6 February 1914. On 1 May 1914, she was loaned to the State of New Jersey to be used in training that state's naval militia. The warship continued to train New Jersey naval militiamen until after the United States entered World War I in 1917. Recommissioned on 27 August 1917, *Adams* served as station ship in the Delaware River through the end of the war and for some months thereafter. Decommissioned on 5 August 1919, *Adams* was sold to Mr. Joseph N. Tobin, 25 Church Street, New York City, in August 1920. The former warship operated briefly in mercantile service with a Polish company as *Stefan Batory* before being broken up in 1921 or 1922.

III

(DM-27: dp. 2,200; l. 376'6"; b. 40'10"; dr. 18'10"; s. 34. k. (tl.); cpl. 363; a. 6 5", 8 40mm., 12 20mm., 2 dct., 4 dcp., 80 mines; cl. *Robert H. Smith*)

The third *Adams* (DM-27) was laid down as DD-739—an *Allen M. Sumner*-class destroyer—on 20 March 1944 at Bath, Maine, by the Bath Iron Works; redesignated a destroyer minelayer, DM-27, on 20 July 1944; launched on 23 July 1944; sponsored by Mrs. Maude Ryan Adams, the widow of Lt. Samuel Adams; and commissioned at Boston, Mass., on 10 October 1944, Comdr. Henry J. Armstrong in command.

After fitting out there, she embarked upon her shakedown voyage on 1 November. That cruise, which took her to Bermuda waters, lasted for the entire month. On the 29th, she headed back toward the United States and arrived at Norfolk, Va., on 3 December. Following post-shakedown availability in the navy



Adams (DM-27) off San Francisco, California, 2 May 1946, in what is probably Measure 22 camouflage, Navy blue (lower color) and haze gray (upper color). (NH 77371)

yard there, she put to sea on 11 December with sistership *Shea* (DM-30), bound for New York and a rendezvous with *Bennington* (CV-20). The two destroyer minelayers departed New York with the aircraft carrier on 15 December and set a course for the Panama Canal. The three warships transited the canal on 20 December and, on the 22d, headed for the California coast. They arrived at San Diego on the 29th and remained there two days undergoing repairs. On New Year's Day 1945, they got underway again, headed for Oahu, and they arrived in Pearl Harbor six days later.

For almost two months, *Adams* remained in the Hawaiian operating area. During that time, she acted as plane guard for *Bataan* (CVL-29) while the carrier conducted carrier landing qualifications for naval aviators. She also carried out gunnery exercises and shore bombardment practice. The warship spent two periods in the Pearl Harbor Navy Yard—once for the installation of VF radar equipment and again to have her main deck plating strengthened. Early in February, she laid mines and tested mine detection equipment on them. Later, the warship conducted mine laying exercises. She finished out her tour of duty in the Hawaii area late in February with another plane guard mission with *Bataan*.

The destroyer minelayer stood out of Pearl Harbor on 2 March, bound for the western Pacific. She arrived in Ulithi Atoll on 14 March and remained until the 19th, when she put to sea with a task group of the Okinawa invasion force. The warship saw her first combat on 23 March, the day before she arrived off Okinawa. That evening, enemy aircraft attacked her task group. *Adams* sustained her first casualties when a projectile fired from the after five-inch mount exploded prematurely killing two sailors and injuring another 13. At dawn the following day, she began minesweeping operations off Okinawa. The destroyer minelayer provided gunfire support and mine destruction services to the wooden-hulled minesweepers (AM's) doing the actual sweeping.

Those operations continued over the next few days in spite of Japanese air resistance. During that time, she was attacked by at least twelve different planes. She knocked six of her tormentors out of the air and claimed probable kills of two others. On

the 28th, one of those attackers splashed about 25 feet from her port bow showering her with debris and gasoline. The damage she sustained in a collision with a salvage vessel forced her into the anchorage at Kerama Retto for emergency repairs. On 1 April, while she was operating to the southeast of Kerama Retto, a badly damaged Japanese plane splashed close aboard her stern; and what must have been two bombs exploded under her fantail causing severe damage and jamming her rudders at hard right. While she steamed in righthand circles, two more suicide planes swooped in at her. *Adams* destroyed one while the other succumbed to the antiaircraft battery of *Mullany* (DD-528), the ship dispatched to assist *Adams*. Later, *Adams* was towed into Kerama Retto to begin temporary repairs alongside *Endymion* (ARL-9).

Adams departed Kerama Retto on 7 April, bound ultimately for the United States and permanent repairs. She made stops at Guam and at Pearl Harbor before arriving at the Mare Island Navy Yard on 7 May. She completed repairs and post-repair trials and calibrations during the first week in July. On 6 July, she put to sea for exercises off Santa Catalina and entered port at San Diego on the 10th. After brief post-repair shakedown training and inspections, the destroyer minelayer stood out of San Diego on 17 July on her way back to Hawaii. She arrived at Oahu on the 23d and spent the next 11 days in gunnery exercises—both antiaircraft and shore bombardment—in the Hawaiian operating area.

On 4 August, she and *Koiner* (DE-331) departed Pearl Harbor, bound for the western Pacific. The two warships stopped overnight on the 11th and 12th at Eniwetok Atoll where they picked up *Sitka* (APA-113). They escorted the attack transport to the Marianas and arrived at Guam on 15 August, the day hostilities ceased. The following day, she got underway for Okinawa, arrived in Buckner Bay on 18 August, and remained there through the 31st. On 1 September, she stood out of Buckner Bay on her way to Japan. She arrived off Kagoshima, Kyushu, on the 3d and began sweeping a channel into the port. That operation continued until 9 September at which time she headed back toward Okinawa. She reached Buckner Bay on 11 September and re-

ained at anchor until the 16th. On that day, she put to sea to evade a typhoon but returned to port on the 18th.

She departed Okinawa again on 24 September; headed for Japan; arrived in Ise Wan, Honshu, on the 26th; and began minesweeping operations in preparation for the landing of Army troops at Nagoya. She anchored in Ise Wan on the 28th and remained there while her commanding officer, double-hatted as task group commander, directed the minesweeping mission. She remained at Ise Wan through the end of October. On 1 November, the destroyer minelayer laid a course for Sasebo where she arrived two days later. She stayed there through most of November provisioning ship from units preparing to return home.

On 25 November, *Adams* left Sasebo to voyage to Kiirun, Taiwan, where she arrived on the 28th and reported for duty with Task Group (TG) 70.5. She returned to sea with TG 70.5 on 4 December for a 10-day minesweeping assignment in Taiwan Strait. At the conclusion of that mission, she returned to Kiirun on 15 December. Four days later, she put to sea with a convoy bound for Shanghai, China, and entered the Yangtze River on the 21st. *Adams* remained at Shanghai until 3 January 1946. Between 3 and 6 January, the warship voyaged back, to Sasebo where she rejoined the 5th Fleet.

Adams continued similar duty in Far Eastern waters until early April when she headed back to the United States. Upon her arrival home, she was assigned to the 1st Fleet and served in it until decommissioned in December. The destroyer minelayer was berthed with the San Diego Group, Pacific Reserve Fleet. She remained in reserve for almost 23 years. On 7 February 1955, while still in reserve, she was redesignated a fast minelayer MMD-27. Her name was finally struck from the Navy list on 1 December 1970, and she was sold to Chow's Iron & Steel Co., of Taiwan, on 16 December 1971.

Adams (DM-27) earned one battle star for World War II service.

Adams, John, see *John Adams*

Adams, Charles F., see *Charles F. Adams* (DDG-2)

Adams, President, see *President Adams* (AP-38)

Adams, Walter, see *Walter Adams*

Adario

An Indian chief of the Tionontati subtribe of the Huron division of Iroquois. *Adario* was also known by the names of Kondiaronk, Sastaretsi and The Rat. He allied himself and his warriors to the French and aided them in battle against other tribes. He bravely led the Huron in numerous engagements. *Adario* was at Montreal in August 1701 to negotiate a treaty when he was taken sick and died. The French gave him a royal funeral and erected a tombstone over his grave reading "*Cy Git Le Rat, Chef Huron*" or "Here lies the Rat, Chief of the Huron."

(Lighthouse tender: dp. 575; l. 161.0'; b. 27.0'; dph. 12'0"; dr. 6'9" (mean); cpl. 27)

Zizania—a lighthouse tender built at Baltimore in 1888 for the United States Lighthouse Service—was transferred to the War Department by an executive order dated 24 April 1917. Subsequently reassigned to the Navy, *Zizania* served during World War I as a tender to section patrol craft operating in the 1st Naval District. When control over the Lighthouse Service on 1 July 1919 reverted to the Department of Commerce, *Zizania*'s name was struck from the Navy list. Based at Portland, Maine, she resumed duty tending lighthouses along the New England coast and remained so employed until 1925 when her name was dropped from the list of Lighthouse Service vessels.

Little is known concerning *Zizania*'s fate from 1925 to 1938. By the latter year, she was owned by Mr. John F. Burke and operated out of Boston, Mass. The Navy reacquired her through the Maritime Commission on 9 August 1943 at which time she was placed in service at Norfolk, Va. On 26 August, she was renamed *Adario* and designated YNT-25. She spent the remain-

der of World War II operating at Norfolk under the control of the Commandant, 5th Naval District. During her term of service, *Adario* probably performed more tug duties than net tender chores for, on 4 August 1945, she was redesignated a medium tug, YTM-743. She was placed out of service on 17 April 1946, and her name was struck from the Navy list on 1 May 1946. She was transferred to the Maritime Commission's War Shipping Administration on 21 January 1947 for final disposition.

Adder, see *A-2* (Submarine No. 3)

Adder, Marine, see *Marine Adder* (T-AP-143)

Addie and Carrie

(Barge: t. 179 (gross); l. 113'2"; b. 29'4"; dr. 5'9" (mean); cpl. 10)

Addie and Carrie—a wooden-hulled, non-self-propelled barge built in 1884 at City Island, N.Y.—was inspected in the 2d Naval District on 30 July 1918 and, on 6 September 1918, was ordered to be taken over by the Navy. A letter was accordingly dispatched to her owners, the T. A. Scott Wrecking Co. of New London, Conn., on 9 September, and the craft was acquired by the Navy shortly thereafter. Designated Id. No. 3226, *Addie and Carrie*—sometimes referred to in dispatch traffic as merely *Addie*—served as a salvage barge attached to the Salvage Station, New London, through the end of hostilities and up until the termination of all Navy salvage activities of privately owned vessels was ordered discontinued on 15 May 1919. Five days later, *Addie and Carrie* was returned to her prewar owners for a resumption of civilian pursuits.

Addie Douglass

Addie Douglass—a screw tug built at Philadelphia in 1862 and purchased by the Navy on 31 October 1863—was renamed *Poppy* (q.v.) sometime before she was commissioned on 10 November 1863.

Addison County

A county in west central Vermont.

(LST-31: dp. 3,960; l. 328'; b. 50'; dr. 14'1"; s. 11.6 k.; cpl. 119; a. 6 40mm., 12 20mm., 2 .30-cal. mg.; cl. *LST-1*)

LST-31 was laid down on 2 February 1943 at Pittsburgh, Pa., by the Dravo Corp.; launched on 5 June 1943; sponsored by Mrs. Maurice Endres; accepted by the Navy and placed in reduced commission on 10 July 1943; and sailed to New Orleans where she was placed in full commission on 21 July 1943, Lt. John D. Schneidau, Jr., USNR, in command.

The new tank landing ship got underway on 29 July for Panama City, Fla., where she conducted a series of beaching exercises. *LST-31* returned to New Orleans on 7 August to take on cargo for transportation to the Pacific. After a brief port call at Guantanamo Bay, Cuba, the vessel transited the Panama Canal on 24 August and joined the Pacific Fleet. She then continued on to San Diego, Calif., where she arrived on 13 September.

After participating in beaching exercises in the San Diego area, the ship stopped at Port Hueneme and at San Francisco, Calif., to take on cargo. She left the west coast on 15 October bound for Hawaii, reached Pearl Harbor on the 25th, and began unloading. When this task was completed, *LST-31* again weighed anchor on 5 November and shaped a course for the Gilbert Islands. As a member of 5th Amphibious Force, the ship was slated to take part in the assault on Makin Island.

LST-31 arrived off Makin on the 20th and began discharging troops and cargo ashore. She remained off that atoll until 3 December, when she got underway to return to Pearl Harbor. Shortly after her arrival, the vessel entered the Pearl Harbor Navy Yard for repairs and alterations. While her engines were

being overhauled, additional 40-millimeter and 20-millimeter guns were installed. The yard period ended in early January 1944, and the refurbished vessel then took part in training exercises off Maui in preparation for the forthcoming invasion of the Marshall Islands.

The tank landing ship left Pearl Harbor on 19 January and set a course for Kwajalein. She anchored off that atoll on 1 February and began discharging her cargo in support of operations in the Marshalls. On 12 February, the ship began embarking troops for the invasion of Eniwetok and, five days later, sorted with LST Group 8. She beached at Eniwetok on the 20th and began landing her soldiers and discharging cargo ashore. *LST-31* remained there until 20 March, when she got underway for Hawaii. She stopped en route at Kwajalein and Tarawa to take on cargo and passengers and finally reached Pearl Harbor on 15 April.

Following repairs in drydock there, she resumed operations on 10 May with a series of training exercises in Hapuna Bay, Hawaii. On the 25th, *LST-31* left Hawaiian waters, bound for Eniwetok. Upon her arrival at that atoll on 7 June, she refueled and took on cargo in preparation for operations against Saipan. The vessel arrived off Saipan on 14 June and began discharging troops and supplies ashore. She cleared the area on the 23d and returned to Eniwetok to replenish her cargo.

LST-31 arrived back at Saipan on 17 July; unloaded supplies and small craft; and, during the next few weeks, served as a hospital ship. At night, she anchored off Saipan to receive casualties and was underway off Tinian during daylight hours. This assignment occupied the ship through 21 August, when she began a round-trip voyage to Eniwetok. After returning to Saipan, the vessel underwent three days of voyage repairs and got underway on 23 September for the west coast of the United States. En route, she touched at Eniwetok; Apamama and Makin Islands, Gilbert Islands; and Pearl Harbor. She left the latter port on 6 November and reached San Francisco, Calif., on 17 November 1944.

After one day in port there, *LST-31* sailed to San Pedro to enter the West Coast Shipbuilding Co. yards for extensive alterations and repairs. The ship left the yard in early February 1945, conducted sea trials, and arrived at the Mare Island Navy Yard, Vallejo, Calif., on 18 February to take on an amphibious craft. She then visited Seattle, Wash., for additional repair work. On 10 March, the vessel got underway for Hawaii and reached Pearl Harbor on the 23d.

LST-31 left Hawaii on 4 April for Okinawa. She embarked passengers and loaded supplies at Eniwetok and Guam before proceeding on to the Ryukyus and anchoring in waters off southwestern Okinawa on 3 May. She remained in the area for approximately three weeks providing logistic support to troops fighting on Okinawa. The ship arrived at Ulithi on 28 May; took on cargo; and, on 2 June, set a course for the island of Leyte in the Philippines.

During the months of June, July, and August, *LST-31* operated between the Philippines and Okinawa, transporting supplies and troops between the two points to build up Okinawa as a base for the conquest of the Japanese home islands. However, this invasion was obviated when Japan capitulated on 15 August. The ship then began moving occupation troops and equipment to Japan from various points in the Philippines. She first arrived in Japanese waters on 15 September, when she dropped anchor in Tokyo Bay.

On 30 November, *LST-31* was assigned to duty in Japan with the 5th Fleet, Amphibious Group 11, LST Flotilla 35. However, these orders were superseded late in December; and the ship was slated for decommissioning. She was scheduled to be turned over to the Japanese merchant marine to be manned by a Japanese crew under American control for use in repatriating Japanese citizens and shuttling supplies between Japanese ports. After the ship was stripped of all armament and other wartime equipment, *LST-31* was decommissioned on 8 January 1946 and transferred to the Japanese.

The vessel operated under Japanese control into May 1948. She left Yokohama on the 3d of that month and shaped a course for the west coast of the United States. The tank landing ship was later berthed in the Seattle area. On 1 July 1955, *LST-31* was named *Addison County*. Her name was struck from the Navy list on 11 August 1955, and she was subsequently sunk as a target.

Addison County earned five battle stars for her World War II service.

On 13 January 1984, the United States Revenue Cutter Service harbor boat *Addison F. Andrews* was renamed *Bronx* (q.v.).

Adela

(SwStr: t. 585; l. 211'; b. 23'6"; dph. 12'; dr. 9'3"; s. 12 k.; cpl. 70; a. 2 20-pdr. P.r., 4 24-pdr. sb.)

In the spring of 1862, when the American Civil War was about a year old, *Adela*—a fast, iron-hulled, sidewheel steamer which had been operating out of Belfast, Ireland, as a merchantman—was purchased by some now unidentified agent who planned to use her for carrying arms and other contraband cargo through the Union blockade to the Confederacy. She steamed in ballast via Glasgow to Liverpool in May and—toward the end of that month—cleared the latter port, bound for the Bahamas where she planned to fill her holds with ordnance for the Confederate forces.

After a stop en route at Bermuda, the ship got underway on 4 July and headed for the island of New Providence to take on her forbidden cargo at Nassau and to prepare for a dash through the Union blockade. Shortly after dawn on the 7th, lookouts on Northern warships, *Quaker City* and *Huntsville*, spotted the would-be blockade runner northwest of Great Abaco Island, endeavoring to evade them. The blockaders immediately gave chase.

As the three speeding vessels approached New Providence, *Quaker City* hoisted the Stars and Stripes and fired a shell across *Adela's* bow, signaling her to heave to. After the fleeing steamer had ignored not only that round, but a second in the same direction and two more behind her stern, *Quaker City* sent a fifth shell directly into her stubborn quarry. Nevertheless, despite having taken a damaging direct hit, the sidewheeler continued her efforts to get away. Finally, a sixth shot into *Adela's* beam persuaded her commanding officer, James Walker—a former master of the Cunard Line's famed sidewheeler *Great Eastern*—to stop. A prize crew from *Quaker City* boarded the British steamer, and the Union warship towed the captured vessel to Key West where she was turned over to the Admiralty court.

British authorities strongly protested this action by the Union blockaders, demanding the release of the ship and of two bags of mail which the prize had been carrying. One had been taken on board at Liverpool and the other at Bermuda. The ensuing protracted diplomatic relations delayed the United States attorney at Key West as he attempted to press charges against the ship, but did not save her from ultimate condemnation. The Union case was strengthened by the fact that *Adela's* master removed the mail bags from the courthouse and destroyed their contents which was thereafter presumed to contain evidence of forbidden activity. Once the vessel finally had been condemned, the Navy purchased her on 23 May 1863.

The former blockade runner was then fitted out at the New York Navy Yard for blockade duty off the Confederate coast. No logs for the ship seem to have survived, and no other documents have been found which record the date of her being placed in commission by the Union Navy. However, we do know that her active service began on or before 13 June 1863, for on that night *Adela*—commanded by Acting Volunteer Lt. Louis N. Stodder—left the navy yard, bound for Key West, Fla., to join the East Gulf Blockading Squadron.

Meanwhile, during the time *Adela* was being prepared for active service, *CSS Florida* and *CSS Clarence*—a Northern merchant brig which the former Confederate cruiser had captured on 6 May 1863, armed, and commissioned as a raider—were causing great consternation among merchants in the North by voraciously preying upon Union shipping. As a result, on 13 June 1863—the day of *Adela's* first getting underway as a Union warship—Secretary of the Navy Gideon Welles telegraphed the commandant of the New York Navy Yard orders to send whatever vessels he had available to sea in pursuit of *Clarence*.

Adela was one of the vessels that responded to this call to action. Word of her new mission overtook her in the wee hours of the 14th while she was still in the vicinity of New York; and she cruised south as far as Ocracoke Inlet, N.C., overhauling and boarding every vessel that she encountered. The papers of each were found to be in order, and all were allowed to resume their voyages. During the cruise, *Adela* proved to be, in the word of

Stodder, "... a fine sea boat..." which "... made 14 knots..." in a moderately heavy sea..." She put into Hampton Roads on the 18th to recoal and to obtain further orders. Welles wired Stodder instructions to resume the hunt; and, after getting underway again on the 20th, *Adela* "... proceeded off Indian River Inlet, but could gain no information of the *Tacony*..." (On 12 June 1863, the daring Confederate naval officer, Lt. Charles William Read, in *Clarence* had captured the bark *Tacony* and, upon learning from the prize's log that she was a faster sailer than *Clarence*, transferred his crew and ordnance to *Tacony* and burned *Clarence*.)

Stodder then returned to sea and heard from a passing merchantman that *Tacony* had been seen heading southeast. *Adela* cruised unsuccessfully in that direction until her depleted bunkers prompted Stodder to change to a southwesterly course toward Port Royal, S.C. After taking on coal at that Union naval base, the ship got underway on 30 June and arrived in Hampton Roads of the morning of 3 July.

Meanwhile, Lt. Read—after learning from prisoners captured in his prizes that many Union warships were at sea searching for *Tacony*—had again changed ships, shifting to the captured schooner *Archer* on the night of 24 and 25 June. In her he entered the harbor at Portland, Maine, during the evening twilight of the 26th and anchored without arousing suspicion. At 0130 the following morning, he and most of his men clambered up the sides of *Caleb Cushing* and took over that revenue cutter from her astonished and sleepy crew. However, Read's spectacular series of successes was nearing its climax. He was forced to surrender at 1130 to the commandeered Boston Line steamer *Forrest City*.

Thus, the end of the threat from Lt. Read, the ship-hopping commerce raider, freed *Adela* to turn her attention back to her original assignment, service in the East Gulf Blockading Squadron. She steamed from the Virginia capes back to New York for voyage repairs and reprovisioning at the New York Navy Yard.

On 7 July, Welles ordered Stodder "... to proceed with the U.S.S. *Adela* to Key West..." but the steamer was not ready until late in the month and departed New York on the 30th. No record of her voyage to Florida waters seems to have survived, but the ship must have reached Key West by 28 August, for she was then under orders to take blockade station off St. Andrew's Sound. The steamer served in that body of water until sometime during the latter part of September when she proceeded to Tampa Bay to relieve the screw gunboat *Sagamore* which had been patrolling there.

On 13 October, *Tahoma* joined *Adela* in Tampa Bay. That screw gunboat's commanding officer, Lt. Comdr. Alexander A. Semmes, had instructions from the commandant of the East Gulf Blockading Squadron, Rear Admiral Theodorus Bailey, to land an armed expedition—manned by detachments from *Adela* and his own ship—to destroy two blockade runners that were reportedly anchored in the Hillsboro River, loading cotton.

On the morning of the 16th, the two Northern warships moved in closer to Tampa and, when some 2,000 yards from Fort Brooke, began bombarding the batteries which protected the town. The shelling was primarily intended to divert the attention of Confederate forces from the real purpose of expedition—the blockade runners. To confirm the false impression that the Union forces intended to land northeast of the fort, Semmes had some stakes placed in that vicinity. The ruse seems to have succeeded for his report of the expedition stated that "... that night quite a force was sent there to oppose a landing."

When the guns in Fort Brooke did not respond to the fire from the gunboats, *Tahoma* and *Adela* slackened the pace of their cannonade, but fired intermittently thereafter until they withdrew late in the afternoon. Then, under cover of darkness, they lowered several boats and filled them with 100 men—60 from *Tahoma* and 40 from *Adela*—several officers, and a guide. The men pulled stealthily for shore, landed on the western shore of Old Tampa Bay, and marched some 14 miles through the dark swampland to the Hillsboro River. The guide who directed the Union sailors to the blockade runners, Mr. James Henry Thompson—a resident of Florida loyal to the Union—was so ill that he had to be carried on a litter.

When they finally reached the river bank they found the blockade runners—steamer *Scottish Chief* and sloop *Kate Dale*—floating in the stream. The men from the Northern ships put the torch to both vessels and, once sure that the cotton-laden Confederate ships were ablaze and damaged beyond possible salvage, retired along the path whence they had come.

However, two men escaped from the burning ships, fled to Tampa, and alerted Southern defense forces of the Northern raid. As the Union sailors neared the shore, they encountered and attacked an armed Confederate scouting party dressed in civilian garb. In the ensuing melee, they captured two of the Southerners before the others took to their heels. A short time later, the Yankees emerged on the beach, only to learn that mounted Confederate troops, reinforced by infantry, were lurking in the woods nearby.

Meanwhile, lookouts on the Union gunboats spotted their returning shipmates; and, almost immediately, boats were lowered and their crews began pulling for shore. Then the Southerners opened fire from the forest and managed to kill two sailors, to wound 10 others—one mortally, and to capture five. The rest of the raiders entered the boats and returned safely to their ships.

During the fighting ashore, *Adela* shelled the thicket to help the landing party to reembark. Among the casualties suffered by the landing force, one of the two killed outright was from *Adela*'s crew and one of her four wounded died soon after returning. One of her men was captured.

Soon after participating in this successful but costly action, *Adela* moved to St. George's Sound, took station off the East Pass to that body of water before the end of October, and served well into the spring of 1864. The most interesting event during her protracted service at that place did not involve her directly. Early in May, Confederate forces completed plans for a joint Army-Navy operation whose "... object was..." in the words of Lt. William Budd of the Union converted ferryboat *Somerset*, "... the capture of the U.S.S. *Adela*, intending in the event of their being successful, to carry her into Mobile or to burn her..." Budd learned of this plan and, on the night of 12 May, landed an expedition from his ship and the schooner *James S. Chambers* near the town of Apalachicola. This group of fighting Union sailors dispersed the Confederate forces as they were embarking and captured six of their seven boats, a large amount of equipment, and four of their men.

About this time, *Adela* shifted to the West Pass of St. George's Sound and was stationed there into August when she shifted to the West Pass of Apalachicola. She served at that post into September when she moved to St. Marks, Fla.

The steamer was back off St. George's Sound—this time the middle entrance—on 6 November when a lookout on the mast-head reported a strange sail. When Stodder ordered his engineers to get up steam, the stranger headed close to the breakers. *Adela* then launched her boats which rowed through the dangerous surf and took possession of the Confederate schooner *Badger*. The Southern vessel had just left St. Marks, bound for Havana laden with cotton.

Later in the month, *Adela* steamed north to New York. Following repairs in the navy yard there which lasted until late in March, the ship was assigned to the Potomac Flotilla, and she guarded the water approaches to Washington during the troubled days following the assassination of President Lincoln. After the Potomac Flotilla was disbanded at the end of July, the ship returned to New York. Since her logs have apparently not survived, the ship decommissioning date is unknown, but she was sold at public auction at New York on 30 November 1865. Her subsequent career remains a mystery.

Adelaide

(SwStr: t. 734; l. 233'0"; b. 32'1"; dr. 8'10")

Sidewheel steamer *Adelaide* was built in 1854 at Greenpoint, Long Island, N.Y., by the firm of Lupton and McDermott for Cornelius Vanderbilt who intended to send her round Cape Horn for service in the rivers and shallow coastal waters of California during the Gold Rush. However, changing business conditions caused this plan to be cancelled; and the ship was sold while she was still under construction to the Calais, Maine, Steamboat Company for which she operated as a passenger packet between Boston and New Brunswick, Canada.

The Baltimore Steam Packet Company purchased the vessel early in February 1859 to replace its steamer *North Carolina* which had caught fire at sea while en route to Norfolk, Va., on 29 January of that year and had sunk early the following morning. *Adelaide* arrived at Norfolk late in February and took up duty carrying passengers between that city and Baltimore.

On 7 May 1861, after having plied the waters of the Chesapeake Bay on this run for over two years, the steamer arrived at Old Point Comfort, Va., her last stop on her route south before Norfolk. She was detained there by Union naval authorities and forbidden to proceed further south since all of the southern coast in Confederate hands was under blockade.

A few days later, the Union Navy chartered the ship to serve as a transport attached to the Atlantic Blockading Squadron. She performed her most important naval service late in the summer of 1861 when she carried Union troops to Hatteras Inlet for combined operations against the forts guarding the entrance to the North Carolina sounds. This operation on 28 and 29 August enabled the Union Navy to control these important waters, and it led ultimately to the Confederate evacuation of Norfolk, Va.

Soon thereafter, the Navy returned the ship to her owner for whom she resumed runs out of Baltimore which she continued through the end of the war and for many years thereafter. Rebuilt by William Skinner and Sons in 1871, the ship was turned over to Harlan and Hollingsworth in 1879 in partial payment for that firm's construction of the new steamer *Virginia*. The following year she began operating out of Long Branch, N.J. On 19 June 1880, *Adelaide* was rammed by the excursion boat *Grand Republic* and sank in New York harbor.

Adelante

A Spanish word which translates as "forward" or "ahead."

(Tug: t. 142; l. 138'; b. 20'7"; dph. 10'; dr. 11'(aft); s. 13 k.; cpl. 38)

The iron-hulled, single-screw steam yacht *Utowana* was completed in 1883 at Chester, Pa., by the Delaware River Iron Ship Building and Engineering Works, and, over the ensuing years, was renamed twice—first to *Oneida* and, about 1914, to *Adelante*. During her career as *Oneida*, she was owned by "Commodore" E. C. Benedict, a friend and confidant of President Grover Cleveland. Benedict's yacht served as an impromptu hospital

when doctors performed a secret operation to remove cancerous growth from President Cleveland's upper jaw on 1 July 1893 as the ship cruised in the East River. Such secrecy had been deemed necessary in order avoid creating a greater financial panic in the country.

Inspected by the Navy in the 1st Naval District on 9 July 1918, for potential use as a "tow boat," *Adelante* was apparently not delivered to the Navy until 25 August 1918. Routing instructions indicate that she spent late July in coastwise operations between Philadelphia, New York, Providence, and Boston. Contemporary Navy documentation lists her as a "tug." Her owner at that time (1918), and master, was Theodore Krumm of Melrose, Mass.

Given the classification of SP-765 (or Id.No. 765 in some sources), *Adelante* was commissioned at Lawley's Shipyard, Neponset, Mass., on 17 December 1918, Lt. Edwin W. Keith, USNRF, in command. After fitting out alongside Battery Wharf, and at the Section Base, Boston, through mid-February 1919, *Adelante* dressed ship on 24 February in honor of the arrival in Boston of President Woodrow Wilson on board the transport *George Washington*, and stood out as part of the veritable armada of ships which proceeded to greet the returning Chief Executive as his ship arrived, appropriately enough, in President Roads.

After having returned to Battery Wharf, *Adelante* got underway for Portland, Maine, the following day and arrived at Portland an hour before midnight. The following morning, she moved to Damariscove Island where she helped to establish one of a network of radio compass stations along the Maine coast. Such a system had originally been installed during the war to detect enemy submarines operating off the coast, to "home in" on their radio transmissions and to determine their direction and distance. Wartime experience with those stations showed that the concept held great promise for peacetime use. As Secretary of the Navy Josephus Daniels reported in 1919, "The system of radio compasses on shore . . . proved such a useful aid to navigation that during the past year additional stations have been constructed."

Adelante continued this work through the end of March,



Adelante (SP-765), before World War I. Despite her tug-like appearance, she still shows signs of her previous "life" as a yacht. (NH 100571)

frequenting, besides Damariscove Island, Boothbay and Portland. Working parties, averaging a dozen men, went ashore almost daily to build the station at Damariscove Island, one of the additional 19 stations being added to the original 29 that had been set up on the Atlantic, Pacific, and Gulf coasts. While at Boothbay on the last day of March, she received orders directing her to return to Boston. Underway at 0410 on 1 April, *Adelante* reached Boston at 1345.

After shifting her berth to the opposite side of Boston harbor the next morning, *Adelante* got underway and met the troop transport *Mount Vernon* as the "boarding boat" for the customs officers. She put these inspectors on board at 1300 and returned with passengers that she disembarked a little over an hour later.

Adelante's temporary duty as "boarding boat" continued through much of April. The ships she met included *Agamemnon* (Id. No. 3004) on the 7th; *Mongolia* (Id. No. 1615) on the 10th; *Patricia*, a transport, on the 17th; *City of Birmingham* (also on the 17th); *Winifredia* on the 21st; *Vedic* and *City of Bombay* on the 22d; and *New Jersey* (Battleship No. 16) on the 23d. Two events highlighted the period: the first came on 5 April when she carried Major General Edwards, USA, and his staff out to board the incoming transport *America* in President Roads, the second occurred on 21 April, when Lt. Keith gave a talk on the Liberty Loan drive. He apparently proved persuasive and patriotic, for all hands purchased bonds, making *Adelante* a "100 percent ship," enabling her to hoist a "100 percent pennant" to her foremast signifying the achievement.

Her temporary job completed, *Adelante* sailed, on the 24th—via Gloucester, Mass.—for Rockland, Maine, which she reached on the 25th to resume her work establishing the compass stations. The ship began work on the station at Crass Island, Northeast Cove, on 28 April, and continued this task until 3 May. She then proceeded, via Rockland, to Boston before returning, via Bar Harbor, to Crass Island on the 6th. Shifting briefly to Machiasport, Maine, *Adelante* embarked an inspection party on the 8th to review the status of the work on Crass Island. The party then inspected the station at Damariscove Island the following day (9 May) before *Adelante* set course for Boston to take on construction supplies and stores (including lumber). She subsequently resumed work at Crass Island on 21 May; based at Machiasport, *Adelante* touched at Cranberry Island and Whitehead Island (14 June) to inspect the radio compass station there. Between 13 and 15 June, she also carried Capt. Cantwell, USCG, on an inspection tour of Coast Guard bases in the vicinity.

Adelante's men resumed work at Crass Island on the 23d before the ship visited Mt. Desert Island, and then at Machiasport (28 to 30 June) before returning to Crass Island on the 30th.

Adelante returned—via Machiasport and Rockland—to Boston which she reached on 3 July. She was decommissioned there on 18 August 1919.

Sold to J. Daniel Gully, of Brooklyn, N.Y., on 25 March 1920, *Adelante* was renamed *John Gully* soon thereafter. In subsequent years, the ship—now classed as a "tow boat"—was renamed *Salvager* by 1924 and was operated first by the H. J. Wheeler Salvage Co., Inc., of New York (1924-1927) and then by the Salvage Process Corp., of New York (1927-1940). By 1 January 1941, *Salvager* had been abandoned, due to age and deterioration.

Adelheid

Adelheid—a 2,870-ton freighter built in 1903 at Flensburg, Germany—sought haven at New York City when World War I broke out in Europe in the summer of 1914 to avoid capture by the Royal Navy. She was seized by American customs officials in April 1917, soon after the United States entered that conflict. After the Navy inspected the ship to determine whether or not she was suitable for naval service, she was assigned the Navy identification number (Id.No.) 1975. However, the Navy apparently never took over the ship, and she was sold abroad on 8 June 1918 by the United States Shipping Board.

Adelphi

A university located at Garden City, Long Island, N.Y. Originally chartered in 1896 as a college located in Brooklyn, *Adelphi* moved to Garden City in 1929 and became a university in 1963.

Adelphi Victory—laid down under a Maritime Commission contract (MCV hull 760) on 22 April 1945 at Richmond, Calif., by the Permanente Metals Corp.; launched on 2 June 1945; sponsored by Mrs. Harold E. Stassen, the wife of a former Governor of Minnesota; and delivered to Marine Transportation Lines on 27 June 1945—was among the 12 "Victory" ships earmarked for transfer from the Maritime Administration to the Military Sea Transportation Service during the early stages of the Vietnam War to augment the Army's forward floating depot program. Although assigned the name *Adelphi* and designated T-AG-181 on 1 February 1966, the ship never saw naval service due to the cancellation of the program. Instead, she operated under commercial charter carrying supplies to Vietnam under her original name, *Adelphi Victory*. As of 1 July 1984, *Adelphi Victory* lay in the Suisun Bay, Calif., berthing area of the National Defense Reserve Fleet.

Adept

(AFD-23: dp. 12,000; l. 288'0"; b. 64'0"; inside width 45'0"; dr. 3'3" (lt.), 31'4" (flooded); lifting capacity 1,900 tons)

The construction of *AFD-23*—a one-section, steel, floating drydock built at Jacksonville, Fla., by George D. Auchter Co.—was begun late in 1943 and completed in December 1944. The small, non-self-propelled auxiliary floating drydock was then towed to the Chesapeake Bay for duty at the United States Coast Guard base at Curtis Bay, Md., where she began docking small naval combatant ships—up to the size of destroyer escorts—for hull repairs. Redesignated *AFDL-23* on 1 August 1946, she was moved to Hawaii sometime during the 18 months immediately following the end of the war. By 1 January 1947, *AFDL-23* was laid up with the Pacific Reserve Fleet at Pearl Harbor.

After almost two decades of inactivity, *AFDL-23* was placed in service in December 1965 to support the Navy's efforts to assist the people of South Vietnam in their struggle for freedom. She served at the Pacific Fleet's advanced bases. While continuing such duty, *AFDL-23* was named *Adept* on 7 June 1979. As of the latter part of 1987, she was still active in the western Pacific.

Adger, James, see *James Adger*

Adhara

A star in the constellation Canis Majoris.

(AK-71: dp. 14,550; l. 441'6"; b. 56'11"; dr. 28'4"; s. 12.5 k.; cpl. 198; a. 1 5", 1 3", 8 20mm.; cl. *Crater*; T. EC2-S-C1)

G. H. Corliss was laid down under a Maritime Commission contract (MCE hull 425) on 16 September 1942 at Richmond, Calif., by the Permanente Metals Corp.; launched on 27 October 1942; sponsored by Miss Ginny Simms, the lead vocalist for Kay Kayser's orchestra; acquired by the Navy on 6 November 1942; renamed *Adhara* (AK-71); and commissioned on 16 November 1942, Comdr. William W. Ball, USNR, in command.

Adhara sailed from San Francisco, Calif., on 27 November bound for the South Pacific. For the next eight months, she served as a member of Service Squadron (ServRon) 8 transporting cargo and passengers between the ports of Tutuila, Samoa; Efate, New Hebrides; Espiritu Santo; Guadalcanal; Tulagi; Noumea, New Caledonia; and Wellington, New Zealand.

While at Guadalcanal on 7 April 1943, *Adhara* was among several ships subjected to a Japanese air attack. Five bombs exploded close aboard *Adhara* and punctured her hull in three places. The ship received jury patching at Espiritu Santo and then steamed to Australia for repairs.

After emerging from drydock at Wellington, *Adhara* got underway for the west coast of the United States and on 10 July entered the Mare Island Navy Yard, Vallejo, Calif. When again ready for action, she sailed on 6 September for the South Pacific. Upon her arrival at Noumea, the cargo ship rejoined ServRon 8 and once more served as an interisland transport. Her labors took her to the Treasury Islands; the Russell Islands; Emirau, Green Islands; and to various ports in New Guinea, New Hebrides, New Georgia, the Admiralty Islands, Guam, Tinian,

Saipan, and Eniwetok. The ship served at Okinawa from 8 to 27 May during the fighting for that island.

Following Japan's capitulation in mid-August, *Adhara* arrived at Seattle, Wash., on the 30th and remained in availability there through 27 September. She then got underway for the east coast of the United States. The ship paused in the Norfolk Naval Shipyard to have her naval equipment removed and then continued on to Baltimore, Md., where she arrived on 21 November. *Adhara* was decommissioned on 7 December 1945 and returned to the Maritime Commission. Her name was struck from the Navy list on 3 January 1946.

Under the Maritime Commission, the ship resumed her former name and carried it until she was sold in 1971 to a Spanish firm for scrapping.

Adhara won two battle stars for her World War II service.

Adhel, Malek, see Malek Adhel

Adirondack

A mountain group in northern New York. The term *adirondack* is derived from a Mohawk Indian term meaning "bark eaters."

(ScSlp: t. 1,240; l. 207'1"; b. 38'; dph. 16'10"; dr. 10'2"; s. 14 k.; cpl. 160; a. 2 11" sb., 4 32-pdr. sb., 2 24-pdr. sb., 1 12-pdr. sb.; cl. *Ossipee*)

Adirondack was laid down in 1861 by the New York Navy Yard; launched on 22 February 1862; sponsored by Miss Mary Paulding, a daughter of Flag Officer Hiram Paulding, the Commandant of that navy yard; and commissioned on 30 June 1862, Comdr. Guert Gansevoort in command.

Although *Adirondack* was originally slated for duty in the West Gulf Blockading Squadron, events in the Bahamas changed her fate. Before she sailed for the gulf, news reached Washington that the British-built screw steamer *Oreto* had arrived at the island of New Providence and, although constructed under the pretext of being a merchantman destined for service under the Italian Government, was in reality a cruiser which was then being fitted out as a Confederate commerce raider. Thus, on 11 July, Welles ordered Gansevoort to proceed in *Adirondack* to the West Indies to investigate the report.

The new Union screw-sloop of war departed New York on 17 July and headed for the Bahamas. Six days out, she chanced upon a schooner and, after a two-hour chase, boarded the stranger which proved to be a Baltimore-built vessel named *Emma* which was operating out of Nassau under a British colonial register. Since the schooner's master had only recently arrived in the West Indies in command of the blockade runner *Ann E. Barry*, and since *Emma* was laden with "... articles of great need in the so-called Confederate States," Gansevoort sent her to Philadelphia under a prize crew.

Two days later, on the morning of the 25th, when in sight of Nassau but still "... beyond the territorial jurisdiction of ... the British Empire," Gansevoort "... discovered shortly after daylight a steamer standing in for Nassau." He again gave chase and fired upon the fleeing ship; but, this time, his quarry's speed enabled her to reach the neutral port safely.

Some two hours later, a boat from the Royal Navy sloop of war *Greyhound* pulled alongside *Adirondack* as she approached Nassau and delivered a letter to the American steamer protesting her role in the recent chase and informing Gansevoort that the elusive steamer was named *Herald* and had been "... struck two or three times with shot ..." during the action. Shortly thereafter, *Adirondack* anchored in the roadstead off Nassau harbor, and Gansevoort sent *Greyhound's* commanding officer a written reply to the protest, justifying his course of action. He then went ashore where he learned that *Herald*—commanded by "... the notorious rebel Coxetter, formerly captain of the rebel privateer *Jeff. Davis*"—had returned from Charleston laden with cotton after delivering a cargo of ammunition to that Confederate port.

Since *Adirondack* had encountered extremely severe weather during her passage out from New York, she remained at Nassau for three days undergoing voyage repairs and replenishing her coal bunkers. Gansevoort took advantage of his ship's stay in port to learn of conditions there before sailing for the Virginia

capas on 28 July. Upon arriving at Hampton Roads on 4 August, he reported that *Oreto* was indeed a Confederate cruiser, but that she was then "... in charge of a prize crew from the *Greyhound*, and proceedings have been instituted in the admiralty court of the Bahamas for her condemnation for a violation of the foreign enlistment act of Great Britain ..." His dispatch to Washington also stated that sentiment in the Bahamas was strongly in favor of the South. Thus the outcome of the judicial action against the warship—which would later be freed and win fame as the Southern raider *Florida*—was in doubt.

On 12 August, Secretary of the Navy Gideon Welles ordered *Adirondack* to proceed to Port Royal, S.C., to report to Rear Admiral Du Pont for duty in the South Atlantic Blockading Squadron. The next day, a report reached Washington that another British built cruiser—which would later prey on Union shipping as *Alabama*—had slipped out of England and was heading for Nassau. Anxiety over this new threat prompted Welles to send *Adirondack* back to the Bahamas to investigate. Nevertheless, before this message reached Hampton Roads, the steamer had sailed for Port Royal in compliance with her orders of the 12th. Word of her new mission finally caught up with her there on the 18th and she got underway for Nassau that afternoon.

All went well until the morning of the 23d when *Adirondack* struck a reef off the northeast point of Man of War Cay of the Little Bahama Bank group. The shock immediately disabled her engine, and daylong efforts by the ship's crew, with the aid of local wreckers, proved futile. That evening, with her back broken and her keel forced up through the engine room, the ship bilged. Fortunately, she suffered no personnel casualties.

(Str: dp. 3,882; l. 388'2"; b. 50'; dr. 10' (mean); s. 11.3 k.; cpl. 135; a. none)

In September 1917, *Adirondack*—a steel-hulled river passenger steamer built in 1896 at Brooklyn, N.Y., by J. Eaglis and Sons—was chartered by the Navy from the Hudson Navigation Co., of Pier 32, North River, New York City. Delivered to the Navy on the 25th of that month, *Adirondack*—assigned the identification number (Id. No.) 1270—was officially requisitioned on 16 October 1917 for service as a floating barracks to quarter a portion of the men assigned to the Receiving Ship, New York Navy Yard, Brooklyn, N.Y. She performed this service in a noncommissioned status through the end of World War I and was returned to her owner on 24 January 1919. Her name was struck from the Navy list the same day.

Adirondack then resumed her pre-war operations, serving as a passenger steamer with the Hudson Navigation Co. She was finally abandoned due to age and deterioration during the fiscal year which ended on 30 June 1924.

II

(Tug: t. 170; l. 112'7"; b. 22'; dr. 9'3" (mean); s. 13 k.; cpl. 22; a. none)

Underwriter—an iron-hulled screw tug completed in 1881 at Camden, N.J., by John H. Dialogue and rebuilt in 1908—was taken over by the Navy at the Naval Station, New Orleans, La., on 1 July 1918 and was commissioned there on 9 August 1918, Boatswain Joseph W. Elfert, USNRF, in command.

Assigned the identification number (Id. No. 1390), *Underwriter* operated out of the naval station at New Orleans for the duration of World War I, conducting sweeps for mines and standing ready for tug and tow services, as required. Retained in service after the cessation of hostilities, she operated as a salvage tug and as a minesweeping schoolship for the instruction of men of the Naval Reserve through 1919. Apparently, it had been contemplated to decommission *Underwriter*, but the damage suffered by the tug *Barnett* (SP-1149) on 7 June 1920, led to a reconsideration of this decision, and *Underwriter* remained operational as one of the tugs required at the New Orleans naval station. *Barnett's* crew shifted to the other tug to keep her in operation—as well as to perform upkeep on their old ship. On 17 July 1920, *Underwriter* was classified as a harbor tug, YT-44.

On 13 September 1920, it was recommended that if the ship was retained in service longer that her name be changed to one "more in keeping with the nomenclature adopted for the tugs belonging to the U. S. Navy." Accordingly, on 27 September,

the Department authorized the change of the tug's name to *Adirondack* and announced it on 24 November to all concerned Bureaus.

Adirondack remained employed at the Naval Station, New Orleans, into 1921. Early in the year, she "looked after" *Yuma* (ex-*Asher J. Hudson*)—that tug (which had sunk on 28 October 1920) had been raised from the bottom of the waters off the naval station—until that ship was ultimately decommissioned during the ensuing summer. She also towed *Eagle 43* from Pensacola to New Orleans in January 1921.

The ship's usefulness was quite apparent in mid-1921, the Commandant of the 8th Naval District desiring that *Adirondack* be retained in the district even after the imminent closing of the naval station at New Orleans. On 27 January 1922, it was proposed that she be transferred to the 5th Naval District, but an inspection of the ship revealed that excessively expensive repairs would be necessary to prepare her for sea. Accordingly, on 1 March 1922, *Adirondack* was placed out of commission. The tug was sold to B. Mitchell of New Orleans on 6 June 1922 and struck from the Navy list that same day.

III

(AGC-15: dp. 13,910; l. 459'2"; b. 63'; dr. 24'; s. 16 k.; cpl. 633; a. 2 5", 6 40mm., 6 20mm.; cl. *Adirondack*)

The third *Adirondack* was laid down on 18 November 1944 at Wilmington, N.C., under a Maritime Commission contract by the North Carolina Shipbuilding Corp.; launched on 13 January 1945; sponsored by Mrs. E. L. White; transferred to the Navy on 4 February 1945; towed to the Philadelphia Naval Shipyard for conversion; and commissioned on 2 September 1945—the day Japan surrendered on board battleship *Missouri* (BB-63) in Tokyo Bay—Capt. R. O. Myers in command.

The ship was designed as an amphibious force flagship, a floating command post with advanced communications equipment and extensive combat information spaces to be used by the amphibious forces commander and landing force commander during large-scale operations. After shakedown training in the Chesapeake Bay from 25 September to 12 October 1945, *Adirondack* assumed the duties of flagship for Commander, Operational Development Force (CTF 69), and operated out of Norfolk until August 1949, when she was scheduled to participate in an Antarctic expedition. However, that project was cancelled, and *Adirondack* reported to the Philadelphia Naval Shipyard for inactivation. On 1 February 1950, she was placed in reserve, in service, as flagship of the Philadelphia Group, Atlantic Reserve Fleet.

Over a year later, the command ship returned to the active fleet. Following a recommissioning ceremony in Philadelphia on 4 April 1951, *Adirondack* reported to the Atlantic Fleet Training Command in Norfolk for inspection and training. She returned to Philadelphia on 3 June to complete final preparations for a tour in the Mediterranean as flagship for the Commander in Chief, Allied Forces in southern Europe (CINCSOUTH), and for the Commander in Chief, U.S. Naval Forces, Northeastern Atlantic and Mediterranean Fleets (CINCNELM).

Adirondack steamed to the Mediterranean and, on 18 August, moored in Naples, which was to be her home port for almost two years. In addition to her duties as Flagship for CINCSOUTH and CINCNELM, she coordinated activities of units of the 6th Fleet as they arrived and departed and assumed the administrative duties of senior officer present afloat. After 14 June 1952, *Adirondack* also served as the flagship for Commander, Subordinate Command, Northeastern Atlantic and Mediterranean Fleets, and then for Commander, Fleet Air, Eastern Atlantic and Mediterranean. On 29 May 1953, she departed Naples and returned to the Norfolk Naval Shipyard for overhaul and reassignment.

Following a shakedown and training cruise to Guantanamo Bay, *Adirondack* headed back to Norfolk and, on 28 October, became flagship for Commander, Amphibious Force, Atlantic Fleet. She sailed from Norfolk on 12 February 1954 to conduct a tour of inspection of amphibious bases in the Caribbean area. In a transfer of flags at San Juan, Puerto Rico, on 23 March, Commander Amphibious Group Four (COMPHIBGRU FOUR) shifted his flag to *Adirondack*. One week later, the amphibious command ship participated in Operation "Sentry Box" held off Vieques, Puerto Rico. The exercise was the first joint Army-

Navy exercise in the Atlantic since the fall of 1952 and employed more than 3,000 native Puerto Rican troops of the Army. This rigorous operation touched off a year of Atlantic Fleet exercises in which *Adirondack* played a major role.

In April, COMPHIBGRU FOUR—still embarked in *Adirondack*—was designated Commander of the umpire group for LANTAGLEX-54, a full-scale amphibious assault on Onslow Beach, N.C. The umpire group exercised the participating units, evaluated training, and assessed "damage" inflicted by the "hostile" units. Another exercise, "Packard V," was held in May and consisted of a gunfire demonstration in the Chesapeake Bay and a full-scale D day assault on Onslow Beach, directed from *Adirondack* by COMPHIBGRU FOUR.

On 20 July, the ship departed Norfolk for Operation "Key-stone," a combined land, sea, and air maneuver in the Mediterranean involving forces of the countries of the North Atlantic Treaty Organization. Planning conferences were held in Naples, and the amphibious task force sorted on 30 August with observers from Great Britain, France, Italy, Greece, and Turkey embarked in *Adirondack*. On 4 September, the task force landed more than 1,500 marines on the beaches at Dikili, Turkey. The flagship arrived back in Norfolk on 27 September and immediately began preparations for the next series of drills.

On 22 October, she departed Norfolk to rendezvous with other ships participating in Operation "NORAMEX" off the coast of Labrador. A battalion of marines landed on the beaches of Hamilton Inlet on 1 November to test amphibious cold weather doctrine and equipment. After a successful drill, *Adirondack* sailed on 3 November for Bogue Inlet, N.C., for a full-scale assault climaxing the amphibious phases of the Atlantic Fleet training cycle for 1954. She returned to Norfolk on 20 November and leave and upkeep.

During 1955, *Adirondack* served as umpire for "ANGEX II," a naval gunfire exercise held in February off Vieques and Culebra, Puerto Rico. In early March, she observed the "TRAEX II-55" landing off Vieques as part of the umpire group for the atomic defense exercise phase. She remained in port in Norfolk from 9 March to 11 April and headed south for "TRAEX III-55" off Vieques. She returned to Norfolk for inactivation; was placed out of commission, in reserve, on 9 November 1955; and transferred to the Maritime Administration for berthing with the James River unit of the National Defense Reserve Fleet. *Adirondack* was stricken from the Navy list on 1 June 1961 and sold on 7 November 1972 to Union Minerals and Alloys Corp. of New York City for scrap.

Adjutant

A large stork, native to India and protected by law in that country. Its name is derived from its military-appearing walk.

Minesweeper AM-351 was laid down on 30 August 1943 at the Willamette Iron and Steel Corp.; named *Adjutant* on 11 April 1944; and launched on 17 June 1944. However, changes in wartime ship construction priorities and the end of hostilities with Japan caused the Navy to cancel the contract for her construction on 1 November 1945. Her hull was sold for scrap in 1946.

Admirable

(AM-136: dp. 650; l. 184'6"; b. 33'; dr. 9'9"; s. 14.8 k.; cpl. 104; a. 1 3", 4 40mm.; cl. *Admirable*)

Admirable (AM-136) was laid down on 8 April 1942 at Tampa, Fla., by the Tampa Shipbuilding Co., Inc.; launched on 18 October 1942; sponsored by Mrs. Ann Pillsbury Fehr, daughter of Comdr. Horace W. Pillsbury; and commissioned on 20 April 1943, Lt. Comdr. A. M. White, USNR, in command.

The minesweeper departed Tampa on 23 April and conducted shakedown training in the Gulf of Mexico before heading for Hampton Roads, Va., on 23 June. *Admirable* operated out of the amphibious base at Little Creek for five months of training in antisubmarine warfare (ASW), minelaying, and minesweeping techniques. After upkeep and outfitting, she departed Norfolk on 28 November in company with *Luzon* (ARG-2) for duty in the Pacific. Transiting the Panama Canal on 8 December, the mine-



Admirable (AM-136) underway in 1944. Note the ship's "main battery" forward, a 3-inch dual purpose gun, with a "hedgehog" mount immediately aft. (80-G-411693)

sweeper continued on to San Diego where she moored on 18 December. In January 1944, following tests at the West Coast Sound School, she received orders to proceed independently to Adak Island, Alaska. During the voyage, *Admirable* encountered heavy seas which damaged her sonar gear. Following her arrival in Kuluk Bay, Adak, on 6 February, she was drydocked for repairs.

On 13 February, *Admirable* was assigned to Task Group (TG) 91.2. She operated out of Adak, escorting merchant and troop ships to such ports as Kodiak, Dutch Harbor, Amchitka, Kiska, Cold Bay, and Attu. On four occasions during her 18-month tour in the Aleutians, *Admirable* went alongside *Black Hawk* (AD-9) in Adak for brief availabilities to repair damages caused by the cold weather; heavy seas; and the violent, gusting winds known as "williwaws."

In July, the minesweeper began to clear the minefield in Chiniak Bay off Kodiak Island. She was the lead ship of a group—composed of *Augury* (AM-149), *Agile* (AMC-111), *Affray* (AMC-112), and *YMS-285*—which, on 2 August, began a sweep of the channel to St. Paul's Harbor. The minesweepers then established patrols outside the harbor to await the arrival of President Roosevelt on board *Baltimore* (CA-68). The President had left San Diego on 14 July, steamed to Pearl Harbor to meet with General MacArthur and Admiral Nimitz to discuss plans for the invasion of the Philippines, and stopped at Kodiak on 7 August. *Baltimore* pulled out of St. Paul's Harbor the same day, and the President continued his journey back to the United States on

board *Cummings* (DD-365). *Admirable* resumed escort duty and continued that work into March 1945.

On 14 March, the minesweeper's commanding officer was designated officer in tactical command of eight ships and all aircraft participating in a combined air-surface attack on a fictitious submarine in Kuluk Bay. The minesweeper then returned to her escort duties until May, when she stopped in Dutch Harbor for repairs preparatory to transfer under the lend-lease program. Because of the continual beating of the heavy seas, 12 feet of the forward end of each of her bilge keels as well as her sonar gear were replaced.

Admiral B. D. Popov of the Soviet Navy inspected the ship on 30 May and accepted her for transfer to his country. On 18 June, a Russian crew reported on board to train for one month in gunnery, engineering, and minesweeping procedures. *Admirable* was decommissioned and transferred to the Russian Navy on 18 July. She served in the Soviet Navy as *T-521*. The Soviets never returned her to the United States Navy. Reclassified MSF-136 on 7 February 1955, she was carried on the United States Navy list until her name was struck on 1 January 1983.

Admiral

I

The first *Admiral* was renamed *Fort Morgan* (q.v.) on 1 September 1864.

(MB: t. 35; l. 73'0"; b. 16'0"; dr. 8' (aft); dph. 7'8"; s. 8 k.; cpl. 12; a. 1 3-pdr., 2 .30-cal. Colt mg.)

Admiral—a wooden-hulled motorboat built by Adams, of Boothbay, Maine, in 1913—was acquired by the Navy from the Governor of the state of Maine on 1 May 1917 for section patrol duty in the 1st Naval District. Assigned the classification SP-541, *Admiral* was placed in commission on 31 May 1917.

Regarded as an "excellent seagoing design" of "very heavy construction," and "perfectly sound," *Admiral* performed "especially good service . . . in Boothbay Harbor . . . breaking ice and keeping the harbor clear" during her winter operations. The sketchy records that are extant for this craft show very little of the character of her operations, but do indicate that she continued patrol duties until well after the armistice of November 1918.

Transferred to the Coast Guard on 21 April 1919, *Admiral* was taken over by that service at Boston, that June, and stationed at Portsmouth, N.H. She was renamed *Leader* on 16 December 1919 in Coast Guard Circular Letter No. 118, but she did not serve long under that name; for, on 2 April 1920, her gasoline tank exploded, and the resultant fire totally destroyed the boat.

III

(PY: t. 123; l. 137'; b. 20'0"; dr. 7'6"; s. 12.0 k.; cpl. 24; a. 2 3-pdrs., 2 .30-cal. Colt mg., 1 Y gun)

The wooden-hulled screw steam yacht *Red Cross* was completed in 1892 at East Providence, R.I., and by 1907 had been renamed *Admiral*. At that time, the yacht was owned by the banker, George Rumsey Sheldon. She was next owned by Irving T. Bush (1869-1948), the founder and creator of the famed Bush Terminal in South Brooklyn, N.Y., before being acquired by the president of the Submarine Signal Co., of New London, Gordon Dexter (1864-1937) about 1914.

When the United States entered World War I, the American Navy sought ships to perform a variety of tasks, including local patrol. The Navy acquired *Admiral* from Gordon Dexter on 5 July 1917, and placed her in commission at Lawley's Ship Yard, Boston, Mass., on 7 August 1917, Lt. Charles A. Maynard, NNV, in command.

Admiral, given the classification SP-967, performed routine patrol duty in the 1st Naval District through the winter of 1917 and 1918. In the course of her operations toward the end of that period, the yacht cast off from Commonwealth Pier, at the Boston Section Base, at 0055 on 26 March 1918, with one petty officer and eight enlisted men of a naval port guard detachment embarked for passage to Plymouth. *Admiral* proceeded uneventfully south by east until 0420, when she struck a boulder off Brant Rock, near the town of Scituate, Mass., and began shipping water.

Within the hour, the situation on board had worsened to the point that the pumps could no longer hold their own against the intruding water. The nearby life-saving stations at Brant Rock and Gurnet dispatched boats to the scene and took off the port guard detachment and 17 men of the crew as well. *Admiral* herself sent a boat ashore to obtain help at 0530. The latter returned with the two Coast Guard boats soon thereafter, while *Admiral*'s remaining men expeditiously offloaded ammunition, fittings, and stores into the ship's lifeboats, dory, and cutter. Ultimately, at 0755, *Admiral* sank in 11 fathoms of water.

After being raised and refitted for service, *Admiral* was placed in commission at Baker's Yacht Basin, Quincy, Mass., on 1 August 1918, Lt. (jg.) Waldo H. Wilder, USNRF, in command, and assigned to "Group 2, Minesweepers," in the 1st Naval District's Boston section. She soon resumed patrol operations and continued this duty through February of 1919, ranging from her section base at Boston to Rockland, Maine, and the Portsmouth (N.H.) Navy Yard. Struck from the Navy list on 7 May 1919, in General Order No. 295, *Admiral* was decommissioned at Baker's Yacht Basin on 13 May 1919, and ultimately sold to E. N. Goodsell of Plattsburgh, N.Y., on 29 October 1920.

Charles Frederick Hughes—born on 14 October 1866—was appointed to the Naval Academy in 1884. Upon graduation on 8 June 1888, he went to the Fleet for the customary two years at sea preceding a commission as an ensign. He received that commission on 1 July 1890, and his promotion to lieutenant (junior grade) came on 27 April 1898. During the Spanish-American War, Lt. (jg.) Hughes fought in Commodore Dewey's Asiatic Squadron. He made lieutenant on 3 March 1899. While serving ashore at the Bureau of Equipment from 1904 to 1906, he became Lt. Comdr. Hughes on 1 July 1905. During a tour of duty as recorder for the Board of Inspection and Survey between 1909 and 1911, he received his promotion to commander.

He assumed command of *Birmingham* (Scout Cruiser No. 2) in 1911 and plied the troubled waters along the Mexican gulf coast in her and, later, in command of *Des Moines* (Cruiser No. 15). In 1913, Comdr. Hughes became chief of staff to the Commander, Atlantic Fleet, and served in that capacity during the occupation of Veracruz, Mexico, in the spring of 1914. Promoted to captain on 10 July 1914, he returned to shore duty later that year to serve with the General Board. Capt. Hughes took command of *New York* (Battleship No. 34) in October of 1916. His ship served in the American battleship squadron that operated with the Royal Navy's Grand Fleet at Scapa Flow in the Orkney Islands through World War I.

Hughes, however, left *New York* just before the Armistice. On 10 October 1918, he was promoted to rear admiral. His first assignment as a flag officer was as commandant at the Philadelphia Navy Yard from late 1918 to 1920. Between 1920 and 1921, Rear Admiral Hughes was Commander, 2d Battleship Squadron, Atlantic Fleet. From the latter part of 1921 to 25 June 1923, he commanded Divisions 7 and 4 of the Battle Fleet. Coming ashore again in 1923, he became president of the Naval War College at Newport, R.I., on 1 July. A year later, Rear Admiral Hughes moved to the job of Director of Fleet Training.

That assignment lasted until 10 October 1925. Soon thereafter, Hughes was appointed Commander in Chief, Battle Fleet. On 14 November 1927, Admiral Hughes became the fourth man to occupy the office of Chief of Naval Operations. He completed his tour of duty in that post on 11 September 1930 and, on 14 October 1930, retired to his home in Chevy Chase, Md., where he died on 28 May 1934. Admiral Hughes was buried at Arlington National Cemetery.

(AP-124: dp. 20,120 (lim.); l. 608'11"; b. 75'6"; dr. 26'6" (lim.); s. 19.0 k.; cpl. 356; trp. 5,217; a. 4 5", 4 40mm.; cl. *Admiral* W. S. Benson; T. P2-SE2-R1)

Admiral C. F. Hughes (AP-124) was laid down under a Maritime Commission contract (MC hull 682) on 29 November 1943 at Alameda, Calif., by the Bethlehem-Alameda Shipyard, Inc.; launched on 27 August 1944; sponsored by Mrs. Louise Nimitz, the wife of Capt. Otto Nimitz and the sister-in-law of future Fleet Admiral Chester W. Nimitz; delivered to the Navy on 31 January 1945; and commissioned that same day, Capt. John Trebes, USCG, in command.

Following shakedown training along the west coast, *Admiral C. F. Hughes* embarked naval officers and marines at San Diego for transportation to Hawaii. She departed San Diego on 13 March and arrived in Pearl Harbor on the 18th. There, she took on another group of passengers bound for the United States and then got underway on the 23d. The transport arrived in San Francisco on 28 March, disembarked her passengers, and then set sail for San Diego on 9 April. *Admiral C. F. Hughes* reached her destination the following day and began taking on more travelers. On the 14th, the transport left San Diego and set a westward course. The ship entered Pearl Harbor on the 19th, and some passengers left her while others came on board. Three days later, she put to sea on her way to the Mariana Islands. *Admiral C. F. Hughes* put in at Guam on 30 April, and all her passengers disembarked. After taking another group on board, including 221 Japanese prisoners of war, she stood out of Apra Harbor on 3 May. The transport made a two-day stop at Pearl Harbor from 10 to 12 May to disembark the prisoners and then continued her voyage back to the west coast. She moored at San Francisco on 17 May.

On 26 May 1945 the transport sailed for Europe by way of the

Panama Canal. She arrived at Marseilles, France, on 5 June and embarked troops from the European theater for redeployment to the Pacific. The transport retraced her route through the Panama Canal and reached Manila on 20 July. *Admiral C. F. Hughes* embarked troops at Leyte, Biak in the Schouten Islands, and Hollandia, New Guinea, before leaving the latter port on 4 August to return to the United States. She delivered the returning servicemen at San Francisco on 17 August.

The ship put to sea on 31 August with replacements for western Pacific garrisons. Steaming via Ulithi, she arrived at Tacloban, Leyte, on 17 September. *Admiral C. F. Hughes* visited Manila again before heading back to North America on the 24th. She paused at Victoria, Canada, on 9 October to repatriate former prisoners of war from various Commonwealth nations, and arrived at Seattle, Wash., later that day. The transport made one more round-trip voyage to Yokohama before she was decommissioned on 3 May 1946. She was returned to the War Shipping Administration which, in turn, transferred her to the Army. Her name was struck from the Navy list in June 1946.

The Army renamed the ship *General Edwin D. Patrick* (q.v.), and she served the Army Transport Service until 1 March 1950 when the Navy reacquired her. Retaining her Army name, she was assigned to the Military Sea Transportation Service (MSTS) and was manned by a civil service crew. Operating out of San Francisco, USNS *General Edwin D. Patrick* (T-AP-124) spent almost two decades transporting troops and cargo to American bases throughout the western Pacific, and supported American arms in the conflicts in Korea and Vietnam. Early in 1967, the transport was placed in a ready reserve status. On 30 September 1968, the ship was to be laid up at the Maritime Administration's National Defense Reserve Fleet facility at Suisun Bay, Calif. On 31 August 1969, title to the ship was transferred to the Maritime Administration. As of 1 July 1988, the transport was still berthed at Suisun Bay.

Under the name *General Edwin D. Patrick*, *Admiral C. F. Hughes* earned three battle stars during the Korean conflict.

Admiral D. W. Taylor

An authority on naval architecture and marine engineering who served as Chief of the Navy Department's Bureau of Construction and Repair from 1914 to 1922. See *David W. Taylor* (DD-551), Vol. II, page 244, for biographical information on Admiral Taylor.

Admiral D. W. Taylor (AP-128)—projected as an *Admiral W. S. Benson*-class transport—was laid down on 28 August 1944 at Alameda, Calif., by the Bethlehem Alameda Shipyard, Inc., under a Maritime Commission contract (MC hull 686). However, her acquisition by the Navy was cancelled on 16 December 1944. Nevertheless, the ship was completed after the war; and she was operated by the American President Lines for the Maritime Commission as SS *President Cleveland*.

Admiral E. W. Eberle

Edward Walter Eberle—born on 17 August 1864 at Denton, Tex., and reared at Ft. Smith, Ark.—entered the Naval Academy on 28 September 1881 and graduated on 5 June 1885. Following the two years of sea service—spent in screw sloop-of-war *Mohican* and *Shenandoah* and in steamer *Ranger*—then required before commissioning, Eberle was promoted to ensign on 1 July 1887. Brief duty in Washington, D.C., in the late summer and early autumn preceded his reporting to *Albatross* on 22 November 1887 to begin three years of duty in that Fishing Commission steamer.

Following leave from 22 November 1890 to 28 January 1891, he received instruction in new developments in naval ordnance at the Washington Navy Yard while awaiting orders for sea duty. Here, he demonstrated an interest in and an aptitude for naval gunnery which ever after was central to his career.

On 20 March, he reported to *Lancaster* and, in the veteran screw sloop-of-war, steamed across the Atlantic and Indian Oceans to the Far East. A year and a half later, while still in the Far East, he was transferred to the sailing sloop-of-war *Marion* to close out this tour of duty in Asiatic waters. He re-

turned to the United States in the summer of 1894 and reported for duty at the Naval Academy on 20 August.

In the waning days of this service at Annapolis, Eberle's commission as lieutenant, junior grade, arrived on 12 June 1896, only to be followed a week later by orders sending him across the continent to San Francisco where *Oregon* (Battleship No. 3) was being completed.

Eberle reported for duty on 10 July, five days before the new battleship was first placed in commission; and he was placed in charge of her forward gun turret. *Oregon* was still operating along the Pacific coast in the spring of 1898 when Congress declared war on Spain; and she promptly won great renown by her race south from Puget Sound to Cape Horn and then north to the Caribbean to join American forces blockading Cuba. Eberle distinguished himself during the Battle of Santiago by the outstanding performance of his turret in its duel with Spanish cruiser *Cristobal Colon* and, later, in its bombardment of Spanish troop concentrations at Caimanera.

From this time on, Eberle enjoyed the favor of powerful officers in the Navy. His promotion to lieutenant came on 3 March 1899, some three months before he was detached from *Oregon* and transferred to *Baltimore* in which he served as flag lieutenant of the Asiatic Squadron. Late in the summer, Eberle returned to Annapolis to become aide to the superintendent of the Naval Academy. Besides carrying out the duties of that position, he busied himself in studying ordnance and in writing manuals for the use of guns and torpedos and for the operation of wireless communication by warships.

A year in *Indiana* (Battleship No. 1) on training duty ended in September 1902 when Eberle became aide to the commandant of the New York Navy Yard. Six months later, he was named Rear Admiral Albert S. Barker's flag lieutenant; and, during this two-year tour with the Commander in Chief of the Atlantic Fleet, he won his commission as a lieutenant commander.

Much in demand by this time, Eberle received a number of choice assignments: instructor at the Naval War College, executive officer of *Louisiana*, commandant of the San Francisco Naval Training Station with collateral duty as commanding officer of *Pensacola*. During the latter tour, he was promoted to commander on 15 December 1908.

By successfully carrying out progressively more responsible duties during the next few years, he earned a captain's commission which arrived on 1 July 1912. The short course at the Naval War College was the highlight of 1913; and command of *Washington* and, later, of the Naval Gun Factory at Washington, D.C., preceded Eberle's appointment as Superintendent of the Naval Academy on 1 September 1915. After overseeing the Academy during the hectic period of World War I when the need for officers brought the great problems of acceleration, he left Annapolis on 30 January 1919 to command the battleship divisions of the Atlantic Fleet.

On 30 June 1921, Eberle took command of the Pacific Fleet. Some two years later, on 17 July 1923, he became Chief of Naval Operations and held the office until relieved by Admiral Charles F. Hughes on 14 November 1927. During the years he held this post, he fought to minimize the adverse effect upon the Navy of arms limitations negotiations and from Congressional thrift, hurried the completion of aircraft carriers *Lexington* and *Saratoga*, and upheld the Navy's right to maintain its own air arm.

After relinquishing the duties of Chief of Naval Operations, Eberle served on the General Board until retired on 9 August 1928. He died in Washington, D.C., on 6 July 1929.

(AP-123: dp. 20,120; l. 608'11"; b. 75'6"; dr. 26'6"; s. 19 k.; cpl. 618; a. 4 5", 8 40mm., 16 20mm.; cl. *Admiral W. S. Benson*; T. P2-SE2-R1)

Admiral E. W. Eberle (AP-123) was laid down on 15 February 1943 under a Maritime Commission contract (MC hull 681) by the Bethlehem Steel Corp., Alameda, Calif.; launched on 14 June 1944; sponsored by Mrs. Earl Warren, the wife of the Governor of California who later became Chief Justice of the United States Supreme Court; and acquired by the Navy and commissioned on 24 January 1945, Capt. G. C. Carlstedt, USCG, in command.

The transport was operated by the Naval Transportation Service and manned largely by Coast Guard personnel. On 6 March, she departed San Francisco with troops and supplies bound for New Guinea. She made stops at Finschhafen and Hollandia before dropping anchor at Manus Island on 25 March. While there,

a Navy plane crashed into the starboard side of the ship. Both occupants of the plane were killed, and casualties on board *Admiral E. W. Eberle* numbered one dead and five wounded.

On 26 March, the ship sailed in convoy for the Philippines. After loading troops at Leyte, *Admiral E. W. Eberle* proceeded to Manila. There, she embarked over 2,000 civilians for transportation to the United States. These passengers were mainly American citizens who had been interned in the Philippines since Japanese forces captured the islands in the spring of 1942. *Admiral E. W. Eberle* returned to Leyte on 13 April to pick up Army personnel; then sailed, via Ulithi, for the west coast of the United States and reached San Pedro, Calif., on 2 May.

The ship's next voyage took her across the Atlantic to Italy. Arriving at Naples on 4 June, she embarked Army personnel and baggage for transportation to Trinidad. The transport reached Trinidad on 18 June and soon reversed her course, bound for France. At Le Havre, *Admiral E. W. Eberle* embarked over 4,000 homeward-bound troops whom she put ashore upon her arrival at Norfolk on 6 July.

Admiral E. W. Eberle stood out to sea again on 14 July for another voyage to France. She touched at Marseilles and took on board troops destined for the Philippines. *Admiral E. W. Eberle* steamed via the Panama Canal and Ulithi, arrived at Luzon on 29 August, debarked part of her passengers, and moved on to Manila. The transport returned to the United States in September and put into Seattle, Wash., for upkeep. Between October 1945 and March 1946, *Admiral E. W. Eberle* made three voyages to Japan and Korea.

Admiral E. W. Eberle was decommissioned on 8 May 1946 and returned to the Maritime Commission for transfer to the Army. Her name was struck from the Navy list in June 1946. The Army acquired the transport that same month and subsequently renamed her *General Simon B. Buckner*.

The ship was once again transferred to the Navy on 1 March 1950 and assigned to the Military Sea Transportation Service. The transport steamed across the Pacific throughout the Korean conflict, transporting troops and equipment to Japan and other staging areas. *General Simon B. Buckner* continued operations in the Pacific until 15 February 1955, when she departed San Francisco, bound for New York.

Upon arrival two weeks later, she was assigned to the New York-Bremerhaven runs. During the next 10 years, *General Simon B. Buckner* made over 130 Atlantic voyages from New York to Bremerhaven, Southampton, and the Mediterranean.

Departing New York on 11 August 1965, she returned to the west coast, arriving at Long Beach on the 27th to assist in the movement of troops and equipment to southeast Asia. After two cruises to Vietnam, the veteran transport resumed operation in the Atlantic, arriving at New York on 3 December.

During the next eight months, she steamed across the Atlantic 10 times, making stops at Bremerhaven and Southampton. Returning to the west coast in August 1966, *General Simon B. Buckner* was once again pressed into service to carry war material to Vietnam. She departed San Francisco on 8 September and reached Danang 20 days later. Following her return to San Francisco on 16 October, she continued to support American operations in southeast Asia until President Nixon's Vietnamization program decreased the Navy's need for transports. She was returned to the Maritime Administration on 24 March 1970.

Admiral F. B. Upham

For biographical information on Admiral Frank Brooks Upham, see *Upham* (APD-99), Volume VII, page 417.

Admiral F. B. Upham (AP-129)—projected as an *Admiral W. S. Benson*-class transport—was laid down on 27 November 1944 at Alameda, Calif., by the Bethlehem Alameda Shipyard, Inc., under a Maritime Commission contract (MC hull 687). However, her acquisition by the Navy was cancelled on 16 December 1944. After the war, she was completed and delivered to the Maritime Commission on 27 April 1948. Named *SS President Wilson*, she was operated in merchantile service for the Maritime Commission by the American President Lines.

Admiral Glass

Henry Glass—born in Hopkinsville, Ky., on 7 January 1844—entered the Naval Academy in 1860; but, due to the exigencies of war, graduated a year ahead of schedule in May 1863 and saw considerable action during the Civil War, while attached to the steam sloop *Canadaigua*. He took part in engagements with Confederate batteries at Charleston, S.C., between July and September 1863; in the Stono River in December 1863 and July 1864; and in the North Edisto River in February 1865. He also participated in the capture of Georgetown, S.C., in February 1865.

After the war, Glass was advanced to master in November 1865; to lieutenant in 1866; and to lieutenant commander two years later. Sea duty came in a succession of ships: the steam sloop *Powhatan* in the Pacific Squadron (1865-1868); the steam sloop *Tuscarora* on the North Atlantic Station (1869); and the steam sloop *Mohican* on the Pacific Station (1870-1871). During his time in the last-named ship, he was assigned to temporary command of the wooden-hulled, screw gunboat *Nyack* for six months during 1870. Also whilst serving in *Mohican*, he performed duty as an aide on the staff of the Commander, Pacific Squadron, Rear Admiral John Lorimer Worden.

Glass next traveled to the Asiatic Station, where he served in the screw sloop-of-war *Iroquois* from 1872 to 1873, before he returned to the United States for the first of several tours of duty at the Mare Island Navy Yard, first serving in the receiving ship *Independence*, before he was given command of the State of California's State Marine School Ship, *Jamestown*, which was recommissioned for this service on 21 July 1876.

Returned to the Navy on 3 March 1879, *Jamestown* refitted at Mare Island and sailed from San Francisco for Alaska on 22 May 1879 to protect American lives and property threatened by "the disturbed condition of affairs" on shore. She arrived at Sitka on 14 June and remained there into the following year "preserving the peace and furnishing security to persons and property . . . and . . . surveying the waters and bays adjacent to Sitka." Promoted to commander in 1879, Glass served as the senior naval officer in Alaskan waters in charge of Indian affairs in that territory in 1880.

The following year, Glass took command of the screw sloop *Wachusett*, on the Pacific Station, before he began a tour at the Mare Island Navy Yard, Vallejo, Calif., in 1883. During his time there, he compiled *Marine International Law*, a collection drawn, as he freely acknowledged, "from the writings and opinions of certain acknowledged authorities on the subject" to provide a handy reference work for naval officers. This volume was published in 1885. After winding up his tour at Mare Island in 1886, Glass commanded the sidewheel gunboat *Monocacy* on the Asiatic Station into 1888.

Glass' next duty was that of Commandant of Cadets at the Naval Academy, a post he held from 1889 to 1891, before serving on the Naval Examining Board from 1891 to 1893. Since the latter assignment was only intermittent, Glass served as equipment officer of the Mare Island Navy Yard in 1892 and later became captain of the yard the following year. In 1894, he was commissioned captain.

He returned to sea in 1894 and commanded the cruiser *Cincinnati* from 1894 to 1896 before he took command of the battleship *Texas* in 1896. He then returned to Mare Island to the post of captain of the yard in 1897.

Upon the outbreak of war with Spain in 1898, the twin-screw protected cruiser *Charleston* was readied for service as expeditiously as possible, and Glass was chosen to command her. Commissioned on 5 May 1898, *Charleston* set out for the Hawaiian Islands 16 days later. Escorting three transports—*City of Peking*, *Australia*, and *City of Sydney*—she sailed from Honolulu on 4 June, bound for Manila, Philippines. When clear of land, Glass opened his confidential orders, which directed him to take the island of Guam while en route to the Philippines. Her mission thus outlined, *Charleston* altered course for Guam, and the cruiser and her three consorts reached their interim destination at daybreak on 20 June. Leaving the transports anchored outside, *Charleston* boldly entered the harbor and fired a challenge, only to receive no return fire of any kind. Spanish emissaries soon called upon Capt. Glass and were astonished to learn that a state of war existed between their respective countries. As the island was virtually undefended—the forts were

in ruins—the Spanish governor surrendered; and the Ladrone came under the stars and stripes when Glass took possession of Guam for the United States on the afternoon of 21 June 1898.

As the orders specified, *Charleston* proceeded on to Manila and participated in the operations that resulted in the surrender of that city in August 1898 and took part in the initial actions against Filipino “insurgents” who were resisting America’s assumption of control in the Philippine Islands.

Relieved of command of *Charleston* on 12 December 1898 by Capt. W. H. Whiting, Glass returned to the United States and soon assumed command of the naval training station at San Francisco, Calif., on 23 January 1899. Promoted to rear admiral in 1901, he broke his flag in the armored cruiser *New York* on 4 February 1903 as Commander in Chief, Pacific Squadron. During his tour of duty in command of the squadron, the flagship, *New York*, together with the cruiser *Marblehead* and *Fortune* visited Adak and Kiska, in the Aleutians, conducting surveys of the latter place in July 1903 with an eye toward establishing a coaling station there.

Later, with *New York* requiring extended repairs at the Puget Sound Navy Yard, Glass and his staff proceeded to San Francisco, and he briefly wore his flag in the cruiser *Boston* from 28 to 30 September 1903 before he transferred to the cruiser *Marblehead* on the 30th. On 3 November, a revolution broke out on the isthmus of Panama which soon won the independence of that strategic region from Colombia. Upon learning of the trouble, Glass, in *Marblehead*, sailed for Panama’s Pacific coast and arrived there a week later. During the period of tension, Glass stationed one ship at Darien harbor to protect American lives and property and, with the permission of the Panamanian government, sent small observation parties from his ships offshore to explore the rivers, roads, and trails of the region, thereby gaining “much information . . . of a country of which very little was known.”

Placed on the retired list on 7 January 1906, Glass served subsequently on active duty as Commandant, Pacific Naval District. He died in Paso Robles, Hot Springs, Calif., on 1 September 1908.

(YFB-2: dp. 87; l. 85’0”; b. 19’6”; dr. 2’7”; s. 9.0 k.)

Admiral Glass—a wooden-hulled ferryboat—was constructed by the Mare Island Navy Yard (with which the late admiral had

had much contact during the latter half of his career) and launched on 26 July 1916. Accepted and simultaneously placed in service on 22 August 1916, she spent almost a decade operating in the 12th Naval District. Records indicate that for a brief period in 1918 and 1919, *Admiral Glass* served at the Naval Training Station, Yerba Buena. On 17 July 1920, she was classified as a yard craft, YFB-2.

Pursuant to a material inspection of the craft, a report of which was dated 9 November 1925, *Admiral Glass* was placed “on the list of naval vessels to be disposed of by sale . . .” on 21 May 1926, and her name was simultaneously struck from the Navy list. The launch was sold at public auction on 27 May 1927 to Mr. George A. Moffitt of Oakland, Calif.

Admiral H. T. Mayo

For biography, see *Mayo* (DD-422).

(AP-125: dp. 23,380; l. 608’11”; b. 76’; dr. 26’6”; s. 23 k.; cpl. 617; tr. 4,887; a. 4 5”, 8 40mm., 28 20mm.; cl. *Admiral W. S. Benson*; T. P2-SE2-R1)

Admiral H. T. Mayo (AP-125) was laid down on 21 February 1944 at Alameda, Calif., by the Bethlehem Steel Corp., under a Maritime Commission contract (MC hull 683); launched on 26 November 1944; sponsored by Mrs. George Mayo; and commissioned at Alameda on 24 April 1945, Capt. Roger C. Heimer, USCG, in command.

After fitting out, loading supplies and carrying out her shake-down cruise out of San Diego, *Admiral H. T. Mayo* sailed for European waters on 24 May 1945, bound for Le Harve, France. Transiting the Panama Canal between 31 May and 2 June, the transport reached her destination on 12 June. There she embarked 5,819 released American military prisoners (RAMPs) and men being rotated home to the United States, and sailed for Boston, reaching that port on 27 June. She sailed thence for Marseilles, France, and there embarked 4,888 Quartermaster and Engineer troops. Delayed for repairs at that French port, *Admiral H. T. Mayo* did not sail for the Pacific until 10 July 1945. She transited the Panama Canal on 21-22 July, and, sailing via Eniwetok, in the Marshalls, and Ulithi, in the Carolines (spending a 16-day layover at the latter place), reached her destination, Okinawa, in the Ryukyus, on 1 September.



USNS *General Nelson M. Walker* (T-AP-125) (ex-*Admiral H. T. Mayo*) prepares to disembark troops at Vung Tau, South Vietnam, 6 April 1967, in this photograph taken by Photographer 1st Class J. T. Luscan, with a PCF (“Swift”) boat off the transport’s port bow. The name board above the ship’s bridge carries only the last part of her name, “WALKER,” illustrating how compound names are sometimes shortened unofficially. (USN 1124119)

Eight days later, on 9 September 1945, *Admiral H. T. Mayo* departed Okinawa with 5,014 passengers, officers and enlisted men of the Navy, Coast Guard and Marine Corps, being transferred to the United States for discharge or reassignment under the "point" system. Reaching San Francisco on 27 September 1945, on the first of her postwar "Magic Carpet" voyages, the transport there disembarked her passengers, and, following an availability, sailed for the Far East on 18 October. Reaching Tokyo, Japan, on 29 October and Manila, Philippine Islands, on 4 November, she embarked returning veterans at those two ports and ultimately arrived back at San Francisco on 22 November.

Admiral H. T. Mayo sailed for Korean waters on 5 December, and arrived at her destination, Jinsen (now Inchon), Korea, on 19 December. She sailed thence for Japan, reaching Nagoya on Christmas Day 1945. The transport departed that port on 29 December, and, routed via Pearl Harbor, and diverted from her original destination, Seattle, reached "Frisco" on 11 January 1946. Following voyage repairs, *Admiral H. T. Mayo* sailed for Okinawa on 10 February, and reached her destination on Washington's Birthday. She brought back returning veterans to Seattle on 10 March, and rounded out her "Magic Carpet" service with a round-trip voyage between Yokohama, Japan, and Seattle, reaching the latter port on 23 April 1946.

Admiral H. T. Mayo cleared Seattle on 25 April, and, after stopping briefly at San Pedro until the 28th, pushed on for Panama. Transiting the canal between 4 and 6 May, the transport arrived at the New York Naval Shipyard, on 10 May 1946, where she was decommissioned on 26 May 1946 and turned over to the War Shipping Administration, for further delivery to the Army. Her name was struck from the Naval Vessel Register on 9 June 1946.

Assigned to the Army Transport Service, the ship was renamed *General Nelson M. Walker*, to honor Brigadier General Nelson M. Walker (1891-1944) who had been killed in action at Normandy on 10 July 1944. The ship underwent repairs and conversion at the Todd Shipyard's Erie Basin until September 1946, after which time she sailed for the west coast of the United States to base on Seattle.

USAT *Nelson M. Walker* operated from that port into mid-1948, carrying troops to such ports and islands as Honolulu, Guam, Saipan, Okinawa, Yokohama, Jinsen, and Manila. In July, 1948, she entered the Todd Shipyard at San Pedro for a Safety at Sea conversion and partial conversion as a dependent carrier. This entailed the installation of cabin space for 217 passengers, two lounges, and a children's playroom, well-stocked with toys, and a ship's store, whose foremost item offered for consumption by passengers was a "wied and wonderful concoction" known as "Coca Cola."

Following this face-lifting, *General Nelson M. Walker* returned to service on 7 December 1948 to resume her transpacific voyages. She followed a triangular route over the next two years, sailing between San Francisco, Yokohama, and Okinawa, soon acquiring a reputation for speed and comfort, two attributes frequently put to the test in Far Eastern waters where typhoons were common. With the newly organized Military Sea Transportation Service (MSTS), *General Nelson M. Walker's* operations were soon confined to serve Okinawa exclusively, the regularity of her appearance on that run earning her the affectionate title of the "Okinawa Express." She represented to many last connecting link between their new domicile and CONLUS, the new term which had begun to appear in military jargon in writing up travel orders and standing for "Continental Limits of the United States."

Her 27th voyage as USAT *Nelson M. Walker* was her last under the banner of the old Army Transport Service, and on 1 March 1950 she became USNS (United States Naval Ship) *Nelson M. Walker* (T-AP-125). She sailed on her maiden voyage as an MSTS transport on 27 March 1950, when she departed San Francisco for Buckner Bay, Okinawa, resuming her run as the "Okinawa Express." On 28 April 1950, the ship was reinstated on the Naval Vessel Register. The outbreak of hostilities in Korea on 27 June 1950 occurred while *General Nelson M. Walker* was returning from her second Far Eastern voyage as an MSTS ship. She sailed for Okinawa on 6 July, with Army and Air Force men and their dependents embarked, and, ten days later, after being battered briefly by a pair of typhoons, disembarked her passengers—among whom were included key Air Force B-29 personnel, needed in the new Korean theater of war.

As the United States began shipping men and material to

support the United Nations operations in Korea, *General Nelson M. Walker's* schedule was altered accordingly; where it had once been her major port of embarkation/disembarkation, Okinawa was less frequented than it had been.

During the latter part of 1950 and early 1951, *General Nelson M. Walker* operated between San Francisco and Japanese ports, frequenting Yokosuka, Yokohama, and Sasebo. By the time the ship reached Seattle on 20 January 1952, the transport had carried out 18 voyages for MSTS. Entering the Todd Shipyard at Seattle, the ship then underwent conversion to an "austerity trooper", increasing her cabin capacity to 417 spaces and her troop capacity to 3,739 bunks. Gone were the cabin lounges, recreation halls, children's playroom, some crew's accommodations, and storerooms. Shipboard equipment was modernized and an air conditioning unit was added to the enlarged hospital on board the transport.

Following this conversion, repairs, and drydocking, *General Nelson M. Walker* loaded provisions and stores at Smith Cove by the naval supply depot there, and then shifted to berth 39, Seattle, whence she sailed on 14 April 1952 on her maiden voyage as an "austerity trooper." En route back to the west coast after this troop lift to Yokohama, Pusan, Inchon, and Sasebo, the ship was informed that she would henceforth be employed taking United Nations' troops to Korea. She reached San Francisco on 18 May, and sailed for Panama on the last day of May, with Puerto Rican enlisted men and Colombian officers and men, Korean war veterans all, as well as United States Army troops slated to debark at Norfolk and 1,000 Army troops destined for La Pallice. She touched at Rodman Naval Base, Balboa, Canal Zone, and there embarked 1,500 Puerto Rican soldiers for transportation to Bremerhaven.

Transiting the Panama Canal on 8 June, the troopship arrived at Cartagena, Colombia, on the 9th, pushing on later that same day for San Juan, Puerto Rico, arriving on 11 June. Clearing port later the same day she pushed on for Norfolk, arriving there on 14 June, and thence to La Pallice, France, making port on 24 June. She then made one voyage to Bremerhaven, Germany, before returning to the United States, touching at New York, and then carried out a second trip to Bremerhaven before she proceeded into the Mediterranean basin, her only troop passengers a small detachment of Dutch officers and men.

Reaching the Pireaus, the port for Athens, Greece, the transport took on board Greek troops, on 28 July, before she sailed for Izmir, Turkey, arriving at that port the following morning. There she embarked Turkish troops, the advance party on the 29th and the main body on the 30th, and sailed late on the latter day for the Suez Canal, the Red Sea, and the British Crown Colony of Aden. Fueling at Aden, *General Nelson M. Walker* then proceeded on to Korea, arriving at Pusan on 21 August, her arrival greeted by various high-ranking military officers and United Nations consular officials, as well as ranking members of South Korean President Syngman Rhee's cabinet. President Rhee later arrived and made a speech welcoming the Greek and Turkish troops to Korea. The following day, the transport sailed for Sasebo, Yokohama, and San Francisco, reaching "Frisco" on 5 September after an absence of some 95 days. Her odyssey had taken her through the Central Pacific, the Caribbean, the North Atlantic, the North Sea, the Mediterranean, the Indian Ocean, Philippine and South China Seas, as well as the East China Sea, the Yellow Sea, and the Northern Pacific, steaming some 34,575 miles and carrying a total of 17,907 people. Significant in this voyage was the fact that that lift "brought together, within the close and limited confines of a troopship, members of the Armed Forces of two nations (Greece and Turkey) whose traditional enmity extended over the centuries." The voyage, however, had proved an unqualified success on all counts.

General Nelson M. Walker soon resumed her transpacific trips, making two more round-trip voyages to and from San Francisco and being in mid-voyage on a third by the time the year 1952 was through. During 1953, the transport conducted eight voyages, a period of time highlighted by her bringing back to the United States the first group of 328 returning American prisoners of war from the Korean conflict. Over the next few years, *General Nelson M. Walker* maintained her regular schedule of voyages to Far Eastern ports, her ports of call including Kobe, Sasebo, Inchon, Yokohama, Pusan, San Francisco, San Diego, and, on one occasion, the island of Midway, through the end of 1955, and into 1956. Departing Monterey, Calif., on 10 January 1957, the transport sailed for Panama. She transited the canal

on 17-18 January, and continued on for Bremerhaven, making arrival there on 28 January. Clearing that port on 5 February, she sailed via Dover, England, for New York, arriving on 14 February.

Two days after her arrival, on 16 February 1957, Commander, MSTs, Atlantic, assumed administrative control of the ship, and she was placed in ready reserve status. Records indicate that she was to be withdrawn from that inactive status on 5 June 1958, apparently to be inactivated and turned over to the Maritime Administration (MarAd) for lay up, and that she was placed in MarAd's reserve fleet on 20 January 1959, in the Hudson River berthing area (Jones Point), near New York City.

Reacquired by the Navy on 14 August 1965 and reinstated on the Naval Vessel Register on the same date, *General Nelson M. Walker* was taken out of the National Defense Reserve Fleet in August 1965 and reactivated as part of the buildup of naval forces for the Vietnam War. She was assigned to MSTs (Pacific) for troop-lifts to southeast Asia. On 1 February 1966, while returning from that area of the world, she was summoned to stormy seas north-west of the Hawaiian Islands. SS *Gainesville Victory*, in attempting to aid the foundering Liberian-registry freighter SS *Rockport*, had suffered casualties when a Lyle gun had exploded as she had attempted to get a line to *Rockport*. *General Nelson M. Walker* provided medical advice, seas being too rough to permit transfer of a doctor, that sufficed until the ship could reach Midway where better medical facilities were available. The transport stood by and, less than 12 hours after she had arrived on the scene, had rescued all 27 men from the sinking *Rockport*. After operating with MSTs (Pacific) through the end of 1967, she was ultimately deactivated once again and placed in reserve at the Caven Point Army Depot in New York harbor, in early 1968. *General Nelson M. Walker* was transferred to MarAd on 16 April 1970 and laid up in the James River (Va.) berthing area. *General Nelson M. Walker* was struck from the Naval Vessel Register in January 1981; she remained in the James River berthing area into 1987.

Admiral Hugh Rodman

See *Rodman* (DD-456) for biography.

(AP-126; dp. 9,676; l. 608'11"; b. 75'6" (lim.); s. 19 k.; cpl. 575; trp. 4,649; a. 4 5", 8 40mm.; cl. *Admiral W. S. Benson*; T. P2-SE2-R1)

Admiral Hugh Rodman (AP-126) was laid down under a Maritime Commission contract (MC hull 684) on 24 April 1944 at Alameda, Calif., by the Bethlehem-Alameda Shipyard, Inc., launched on 25 February 1945; sponsored by Mrs. Sue R. Merriman; transferred to the Navy on 10 July 1945; and was placed in commission on the same day, Capt. Lewis E. Coley in command.

Assigned to the Pacific Fleet, the transport departed San Francisco on 21 July 1945 for a shakedown cruise which took her to San Diego and Los Angeles. She returned to her home port on 16 August—two days after hostilities with Japan ended—and embarked fresh troops to replace war-weary veterans in the Far East. She transited the Golden Gate on 21 August and proceeded via Ulithi to the Philippines. Following stops at San Pedro Bay, Leyte, and Batangas and Manila, Luzon, she headed home and reached San Francisco early in October. Then, following a second round-trip voyage to the Philippines, she again got underway from San Francisco in December, and set course for Nagoya, Japan. This shuttle run ended at Los Angeles on 3 January 1946. Another voyage to Japan—this time to Yokohama—took her back to Seattle, Wash. Early in March, she sailed from that port with occupation troops and delivered them to Okinawa.

From that island in the Ryukyus, the ship sailed, via the Panama Canal, for the east coast of the United States. She reached New York on 14 May, was decommissioned on that day, and was transferred to the War Department later that month. The ship entered the Bethlehem yard at 56th Street on 3 June to receive the repairs and modifications she would require upon assuming a slightly different role. She got underway again on 1 August and served the Army Transport Service as *General Maurice Rose* until she and her sister Army transports were transferred to the Navy on 1 March 1950 to serve in the recently established Military Sea Transportation Service. She was given the classifica-

tion T-AP-126 at that time. Manned by a civilian crew, *General Maurice Rose* operated out of New York in the Atlantic and the Mediterranean during the next 15 years. Steaming primarily between New York and Bremerhaven, Germany, she completed more than 150 round-trip voyages while carrying military dependents and European refugees and rotating combat-ready troops. In addition, the ship deployed to the Mediterranean 17 times to support 6th Fleet operations. Following the gallant, but abortive, Hungarian revolution in October 1956, she completed three runs to Bremerhaven and back between 12 January and 27 March 1957 transporting Hungarian refugees to the United States. On three occasions between 1 April and 5 October, *General Maurice Rose* was dispatched to the eastern Mediterranean to support units of the 6th Fleet responding to political crises in Jordan.

In 1965, however, America's increased involvement in the war in Vietnam beckoned the transport toward a new theater of operations. After completing nine voyages to Bremerhaven and back between 16 January and 4 August 1965, *General Maurice Rose* departed New York on 14 August for transport duty to southeast Asia. She sailed via Long Beach, Calif., and Pearl Harbor to Qui Nhon, South Vietnam, where she arrived on 14 September and began debarking troops and supplies. After departing Vietnam on the 19th, she steamed via Okinawa and the west coast and reached New York on 18 October. During the first eight months of 1966, she made eight round-trip runs to Europe and back. On 8 September, she again departed New York for trooplift duty to South Vietnam. She operated in the western Pacific supporting the forces of freedom in southeast Asia through the end of 1966. She returned to New York late in January 1967 for an overhaul and was placed in ready reserve status. As such she was laid up at the Caven Point Army Depot in New York harbor.

General Maurice Rose was transferred to the permanent custody of the Maritime Commission on 30 June 1970 and shifted to its National Defense Reserve Fleet berthing area in Virginia's James River. She was still there as of January 1987.

Admiral R. E. Coontz

Robert Edward Coontz—born in Hannibal, Mo., on 11 June 1864—graduated in the Naval Academy Class of 1885, and served in the screw sloops-of-war *Mohican* and *Juniata*, the screw steamer *Galena*, and the protected cruiser *Atlanta* before he received his ensign's commission in 1887. He assisted in the development of the first modern signal code used by the Navy, and served in Alaskan waters and on the Great Lakes.

Duty in the Bureau of Navigation, correcting and updating officer records, followed. During this time, he worked toward the formulation of legislation favorably affecting junior officers. Coontz later served with the Coast and Geodetic Survey; and, in the cruiser *Charleston*, took part in the seizure of Guam and the bombardment of Manila during the Spanish-American War.

After returning home he began almost a decade of sea duty, interrupted only by a brief tour with the Bureau of Equipment. As executive officer of *Nebraska* (Battleship No. 14), he took part in the cruise of the "Great White Fleet" from 1907 to 1909.

Duty at the Naval Academy led to the office of Commandant of Midshipmen. Following service in the Bureau of Inspection and Survey he became Governor of Guam in April 1912. After exercising "efficient and enlightened" leadership in that island possession, Coontz assumed command of *Georgia* (Battleship No. 15), and saw expeditionary service in Mexican and Haitian waters during 1914.

As commandant of the Puget Sound Navy Yard and the 13th Naval District from 1915 to 1918, Coontz won the Distinguished Service Medal. Becoming acting Chief of Naval Operations (CNO) in December 1918 while Admiral William S. Benson was on special duty in London, Coontz assisted the General Board in preparing a plan for a possible international navy under the League of Nations to maintain world peace.

Given command of a battleship division in January 1919, Coontz supported the July 1919 flight of the NC flying boats across the Atlantic. After serving as Commander, Battleship Division 6, Pacific Fleet in September and October, Coontz became Chief of Naval Operations on 1 November 1919.

During his tour as CNO from 1919 to 1925, Coontz achieved much despite the rapid demobilization of the Navy in the post-war years. He improved the organization and management of



USNS *General Alexander M. Patch* (T-AP-122) (ex-*Admiral R. E. Coontz*) entering New York harbor, 14 June 1950. (80-G-476456)

the Navy Department, and he strengthened the position of CNO in relation to the bureau chiefs. He realized the importance of aviation and submarines to the fleet, and advocated establishment of the Naval Research Laboratory in 1921. Under his direction a combined United States Fleet was formed. In the words of one biographer, Coontz "effectively encouraged experimentation and supported change, despite the constraints of the budget, politics, and the national mood."

Following his term as CNO, Coontz became Commander in Chief of the United States Fleet. Maneuvers in Hawaiian waters in 1925 were the largest ever conducted by the assembled fleet. In the fall of 1925, Coontz became Commandant of the 5th Naval District and commanding officer of the Naval Operating Base, Norfolk. Following his retirement in 1928, Coontz was recalled briefly to active duty in 1930 to investigate Alaskan railroads. He became national commander in chief of the Veterans of Foreign Wars in 1932 and, that same year, represented Alaska at the Democratic National Convention in Chicago. Coontz died on 26 January 1935 in the naval hospital at Bremerton, Wash.

(AP-122: dp. 23,500 (f.); l. 609'; b. 76'; dr. 27' (max.); s. 22 k.; cpl. 367; trp. 4,680; a. 4 5", 8 40mm., 28 20mm.; cl. *Admiral W. S. Benson*; T. P2-SE2-R1)

Admiral R. E. Coontz (AP-122) was laid down under a Maritime Commission contract (MC hull 680) on 15 January 1943 at Alameda, Calif., by the Bethlehem Steel Corp.; launched on 22 April 1944; sponsored by Mrs. Edwin Kokko, daughter of Admiral Coontz; and commissioned on 21 November 1944, Capt. Montford R. Tawes, USNR, in command.

Following shakedown training out of San Pedro, Calif., the transport embarked troops at San Francisco and sailed for the western Pacific on 3 January 1945. After pausing briefly at Pearl Harbor she reached Ulithi, in the Western Carolines, on 23 January and served there as station ship until 19 March when she headed homeward. *Admiral R. E. Coontz* made one additional voyage from San Francisco to Ulithi. On her return she touched at San Francisco and San Diego, transited the Panama Canal, and pushed on across the Atlantic to France. She embarked troops for transfer to the Pacific theater; cleared Marseilles on 21 July; and reached Pearl Harbor on 12 August. Underway soon again, she paused at Eniwetok, Saipan, and Guam en route to Ulithi which she reached on 28 August, almost a fortnight after Japan capitulated.

Leaving the Western Carolines on 12 September, *Admiral R. E. Coontz* sailed for Okinawa, whence she sailed on 27 September for the west coast of the United States. Making port at Bremerton, Wash., the transport embarked occupation troops before getting underway for Japan on 24 October. After disembarking troops at Nagasaki on 6 November and at Nagoya two days later, *Admiral R. E. Coontz* then made two round-trip voyages between Yokohama and Seattle. She then proceeded to Okinawa to embark passengers for the return voyage to the United States. Sailing for Hawaii, the transport embarked more troops at Pearl Harbor and reached New York City on 11 March 1945.

She entered the Todd Shipyard, Brooklyn, N.Y., on 17 March 1946 and was decommissioned there on the 25th. Stricken from the Navy list in April 1946 and turned over to the War Department, the ship underwent a period of repairs and alterations and was renamed *General Alexander M. Patch*, honoring General Alexander McCarrell Patch, commander of the 7th Army in the invasion of Southern France in 1944.

In the Army Transport Service, *General Alexander M. Patch* carried troops and cargo between Europe and the United States from 1946 to 1950. Reacquired by the Navy on 3 March 1950, the ship operated for the next two decades as USNS *Alexander M. Patch* (T-AP-122) with the Military Sea Transportation Service (MSTS), later renamed the Military Sealift Command (MSC). From 1950 to 1965 the ship conducted 123 round-trip voyages between Bremerhaven and New York, with an additional 16 voyages to the Mediterranean. Among her passengers was Mrs. Alexander M. Patch, the widow of the general for whom the ship had been named.

Among her operations was the embarkation of over 1,500 refugees during the Suez Crisis in November 1956. The transport took them from Suda Bay, Crete—where they had been brought from Alexandria, Egypt, and Haifa, Israel, by American warships—to Naples. Late in 1961, during the international tensions spawned by the Soviets' closure of access to West Berlin, *General Alexander M. Patch* participated in the massive lift of American troops to Europe.

In August 1965, growing American involvement in the Vietnam War prompted the transfer of MSTS ships from the Atlantic to the Pacific. *General Alexander M. Patch* commenced her first Vietnam voyage at New York on 15 August. Steaming via Charleston, S.C., and Long Beach, Calif., the transport reached Qui Nhon, South Vietnam, on 16 September. Returning—via

Cam Ranh Bay, Vung Tau, and Okinawa—to San Francisco on 2 October, the ship conducted one more voyage to Vietnam in 1965, reaching Vung Tau on 9 November. Clearing Vung Tau later that day, she returned to New York by way of Penang, Malaysia; Rota, Spain; and Bremerhaven.

For the first six months of 1966, *General Alexander M. Patch* operated between New York and Bremerhaven. The Vietnam War once again compelled MSTs to switch some of its transports to the Pacific. *General Alexander M. Patch* and her sistership, *General William O. Darby* (T-AP-127), embarked of the Army's 196th Light Infantry Brigade at Boston and departed on 15 July. Transiting the Panama Canal, the two transports reached Vung Tau, South Vietnam, on 13 August, ending the longest (12,358 nautical miles) point-to-point troop lift in the 17 years that MSTs had been in operation. Before the year was out, *General Alexander M. Patch* conducted two troop lifts of ROK (Republic of Korea) troops from Pusan to South Vietnam.

Placed in reserve in New York's upper bay along with three of her sisterships by the summer of 1967, *General Alexander M. Patch* was transferred to the custody of the Maritime Administration on 26 May 1970 and placed in reserve in the James River. Still carried on the Naval Vessel Register, she remains in the James River berthing area of the National Defense Reserve Fleet into mid-1985.

Admiral W. L. Capps

Washington Lee Capps—born on 31 January 1864 at Portsmouth, Va.—was appointed to the Naval Academy in 1880. Upon graduation, he served in the screw frigate *Tennessee* for the two years sea duty then customary prior to commissioning. After becoming an ensign in 1886, Capps studied naval architecture at the University of Glasgow in Scotland. After returning to the United States in 1888 and brief duty at the Navy Department, he was assigned to Cramp's shipyard in Philadelphia. Capps moved to the New York Navy Yard in 1889 and remained there joining the Bureau of Construction and Repair in 1892. Three years later he became the superintending constructor at the Union Iron Works in San Francisco. There, he supervised the construction of *Oregon* (Battleship No. 3), *Wisconsin* (Battleship No. 9), *Farragut* (Torpedo Boat No. 11), *Marietta* (Gunboat No. 15), and *Wheeling* (Gunboat No. 14). Later attached to the staff of Rear Admiral Dewey, commander of the Asiatic Squadron, he was present during the Battle of Manila Bay. After the capture of Manila, he had three of the Spanish warships salvaged and repaired.

Next Capps spent two years with the Board of Inspection Survey, followed by a tour of duty as the Head, Construction and Repair Department at the New York Navy Yard. In 1903, he became the Constructor of the Navy and Chief of the Bureau of Construction and Repair with the rank of rear admiral. During his tenure as Constructor of the Navy, numerous new ideas in warship design were tested and adopted. Notable among his innovations was the decision to mount the main batteries of battleships on the centerline, thereby increasing their broadside weight of metal to the maximum. During his tenure, Rear Admiral Capps served on a number of American and international committees which had been established for such purposes—among others—as improving the organization of the Navy and adopting new safety measures at sea to prevent a recurrence of disasters such as the sinking of the *Titanic* in April 1912. During World War I, he was senior member of the Navy's Compensation Board which oversaw the cost aspect of the Navy's expanded ship acquisition program. He was also general manager of the United States Shipping Board's Emergency Fleet Corp. Forced by poor health to relinquish these duties for a time, Capps returned to his position on the Compensation Board, became the senior member of the Naval War Claims Board, and served on other boards and committees. Although placed on the retired list effective 31 January 1928, Rear Admiral Capps continued on active duty until the day of his death at Washington, D.C., on 31 May 1935.

(AP-121: dp. 20,120 (lim.); l. 608'11"; b. 75'6"; dr. 26'6" (lim.); s. 19.0 k.; cpl. 367; trp. 4,680; a. 4 5", 8 40mm.; cl. *Admiral W. S. Benson*; T. P2-SE2-R1)

Admiral W. L. Capps (AP-121) was laid down on 15 December 1942 at Alameda, Calif., by the Bethlehem-Alameda Shipyard,

Inc., under a Maritime Commission contract (MC hull 679); launched on 20 February 1944; sponsored by Mrs. James Reed; delivered to the Navy on 18 September 1944; and commissioned that same day, Capt. N. S. Haugen, USCG, in command.

Following shakedown training along the west coast, the transport departed San Francisco on 23 November, bound for the southwestern Pacific. En route she visited Noumea, New Caledonia, where she disembarked marines and took on board passengers headed for Guadalcanal. From that island, *Admiral W. L. Capps* carried another group of passengers to Espiritu Santo. She embarked almost 3,500 troops at the latter port and set a course for home where she arrived on the day after Christmas. The ship put to sea again on 21 February 1945 bound for Hollandia, New Guinea, whence she proceeded to the Philippines. The ship arrived at Leyte on 20 March and departed that island on 8 April for the United States. After arriving at San Francisco late that month, she moved north to Seattle, Wash., where she embarked almost 5,000 troops to reinforce American units fighting on Okinawa. Sailing on 7 May, the transport stopped at Pearl Harbor, Eniwetok, and Ulithi before reaching Okinawa on 2 July. Next she visited Saipan on the 12th and 13th, before getting underway on the latter day bound ultimately for the Panama Canal and the east coast of the United States.

Admiral W. L. Capps entered port at Norfolk, Va., on 4 August and, while undergoing voyage repairs, received word at mid-month that hostilities in the Pacific had ended. She stood out of Norfolk on 1 September, with members of the French Navy among her passengers. After dropping them off at Marseille, France, and embarking American troops, she headed back toward the United States and arrived in Norfolk on 20 September. Five days later, the ship once more set out for the Mediterranean, this time to repatriate some 3,765 former Italian prisoners of war. After stopping at Naples and Marseille, she returned to Newport News, Va., on 19 October. Between that time and mid-December, the ship made two more round-trip voyages to France and back—one to Le Havre and the other to Marseille—returning American servicemen home.

On 29 December, she put to sea to return to the Pacific. At Pearl Harbor, the transport embarked troops and continued her voyage west on 16 January 1946. She disembarked one group of passengers at Yokosuka, took on almost 4,700 more, and headed for Seattle on 30 January. In March, the ship made a round-trip voyage from the west coast to Okinawa, returning to San Francisco with over 4,800 troops. In April, she moved from the west coast to New York which she reached on the 24th. On 8 May 1946, *Admiral W. L. Capps* was decommissioned and returned to the Maritime Commission. Her name was struck from the Navy list in June of 1946.

The Maritime Commission transferred the ship to the Army which named her *General Hugh J. Gaffey* (q.v.). She served the Army Transport Service until 1 March 1950 when the Navy reacquired her. Retaining her Army name, the transport was not recommissioned, but instead was assigned to the Military Sea Transportation Service and manned by a civil service crew. USNS *General Hugh J. Gaffey* (T-AP-121) spent almost two decades carrying men and material to American installations throughout the Far East and the Pacific Ocean. She supported American troops during the Korean conflict in the early 1950's and performed similar service during the Vietnam involvement in the mid-1960's. On 4 November 1968, *General Hugh J. Gaffey* was transferred to the Maritime Administration on a temporary basis to be laid up with the National Defense Reserve Fleet facility at Suisun Bay, Calif. On 31 August 1969, she was transferred permanently to Maritime Administration custody. Her name was again struck from the Navy list on 9 October 1969.

In 1978, the transport was reacquired by the Navy a second time and her name reinstated on the Navy list. Redesignated IX-507, *General Hugh J. Gaffey* was placed in service in November 1978 at Bremerton, Wash., to serve as a barracks ship for the crews of ships undergoing major overhaul. As of 1 January 1989, her name was still on the list of active duty service craft.

Admiral W. S. Benson

See *Benson* (DD-422) for biography.

(AP-120: dp. 23,500 (f.); l. 608'11"; b. 75'6"; dr. 26'6" (lim.); s.



Admiral W. S. Benson (AP-120) (later *General Daniel I. Sultan*) anchored in San Francisco Bay, 5 August 1944. Note 5-inch dual-purpose guns forward, groups of 20-millimeter guns, kingposts fore and aft, and life floats stacked amidships (as opposed to the boats that equipped these ships later in their careers). A censor has carefully deleted the radar at the transport's foremast. (NH 96631)

19.0 k.; cpl. 399; tr. 4,711; a. 4 5", 8 40 mm., 28 20 mm.; cl. *Admiral W. S. Benson*; T. P2-SE2-R1)

The unnamed transport, AP-120, was laid down on 10 December 1942 at Alameda, Calif., by the Bethlehem-Alameda Shipbuilding Corp., under a Maritime Commission contract (MC hull 678); named *Admiral W. S. Benson* (AP-120) on 20 October 1943; launched on 22 November 1943; sponsored by Miss Dorothy Lucille Benson, granddaughter of the late Admiral William S. Benson; accepted from the Maritime Commission on 23 August 1944 and commissioned the same day, Capt. Francis H. Gardner in command.

After fitting out and provisioning at the Naval Supply Depot, Oakland, Calif., *Admiral W. S. Benson* stood out of San Francisco Bay on 1 September 1944 for San Pedro, Calif., to commence shakedown training. During the next two weeks, the transport carried out daily exercises and gunnery runs in the vicinity of Catalina, San Nicholas, and San Clemente Islands. Upon completion of this training, the ship underwent post-shakedown availability at the Todd Shipyard in Wilmington, Calif., before she commenced work at the Small Craft Training Center, Terminal Island, Calif., serving a tour of temporary duty in connection with the training of attack transport (APA) crews. Over the next two weeks, the ship operated locally with crews from *Hinsdale* (APA-120), *Lanier* (APA-125), *St. Mary's* (APA-126) and *Allendale* (APA-127).

Admiral W. S. Benson returned to Todd's Wilmington yard on 15 October 1944 for major alterations, and upon completion of this yard period reported to Commander, Western Sea Frontier and Commander, Naval Transport Service, for duty.

On 23 November, *Admiral W. S. Benson* got underway and moored at the Army embarkation pier at Wilmington, and embarked a total of 4,376 Army troops on 28 and 29 November before sailing for Bombay, India, on the morning of 30 November, on the first of two troop lifts to that port. Stopping briefly at Melbourne, Australia, en route, for provisions from 16 to 18 December, the transport continued on her destination, spending Christmas at sea. Two British destroyers, *HMS Roebuck* and *HMS Relentless*, rendezvoused with the transport on 27 December, and assumed antisubmarine screening stations. Three days later, on 30 December 1944, *Admiral W. S. Benson* reached her destination and stood into Bombay Harbor.

After embarking passengers for the return voyage—civilians as well as military personnel (including among the troops 60

Chinese naval officers and 108 Chinese aviation cadets)—*Admiral W. S. Benson* got underway for Melbourne on 5 January 1945, *Roebuck* and *Relentless* again screening the ship out of dangerous waters until 8 January. Debarking some of her troop passengers—127 Australians and New Zealanders—upon her arrival at Melbourne on 16 January, the transport embarked 352 additional passengers on the 19th, and sailed for the United States, ultimately reaching Los Angeles on 2 February 1945.

Given a yard overhaul upon her return, *Admiral W. S. Benson* completed embarkation of 4,792 troops and passengers at San Pedro on 26 February; she sailed for Bombay the following morning. Stopping again at Melbourne en route, from 14 to 16 March 1945, the transport reached her destination on 27 March, escorted locally by *HMS Penn* and *HMS Paladin*. Embarking 1,363 troops and passengers (of whom 107 were civilians), *Admiral W. S. Benson* sailed for Melbourne on 2 April.

Diverted to Brisbane, Australia, en route, *Admiral W. S. Benson* reached that port on 14 April and debarked 85 passengers. Embarking an additional 1,358 passengers, the transport proceeded on to Noumea, New Caledonia, on 16 April, and reached that port on the 18th. Embarking an additional 1,410 passengers there, she got underway for Espiritu Santo, New Hebrides, on the afternoon of the 21st, and reached her destination on the 22nd. There, the transport debarked 75 sailors and took on board an additional 174 for passage to the United States. Underway on the same day, 22 April, *Admiral W. S. Benson* brought her second round-trip voyage to a conclusion on 3 May 1945.

Drydocked at Terminal Island for repairs and the replacement of a damaged starboard screw, *Admiral W. S. Benson* eventually left the repair yard on 11 May and shifted to a pier where she loaded stores and provisions for her next voyage. Underway from Wilmington on 17 May, the transport sailed for Marseilles, France, via the Panama Canal. Transiting the isthmian waterway between 23 and 25 May, the ship was then rerouted to the French port of Le Havre, where she arrived on 3 June 1945. The following afternoon, she commenced embarking troops, a task which she completed very early the following morning. Among the 5,026 passengers were repatriated allied military prisoners (RAMPs). Standing out of Le Havre at 0800 on 5 June, *Admiral W. S. Benson* anchored off Staten Island on the evening of the 11th, and then stood up the North River early the following morning. Despite the early hour, the RAMPs on board *Admiral W. S. Benson* received a hearty reception; the transport "dressed ship" and exchanged whistle signals with passing ships. "New

York always does things in a big way," noted the transport's historian.

After disembarking her passengers and undergoing repairs and alterations, *Admiral W. S. Benson* cleared New York on 6 July 1945 for Marseilles. Arriving at her destination on Bastille Day (14 July), the transport embarked 4,828 men slated for duty in the Pacific theater, before clearing that French port on 17 July.

Transiting the Panama Canal on 2 July, *Admiral W. S. Benson* stopped briefly at Balboa before getting underway for the western Pacific on the following morning. Passing Eniwetok seven miles to starboard on 13 August, the ship was diverted en route to Ulithi, in the Western Carolines, that day, and arrived on the morning of 15 August, arriving in the midst of V-J Day celebrations. Fueling at Ulithi, the transport sailed for the Philippines, accompanied by the destroyer *Robinson* (DD-562), ultimately releasing her escort off Homonhon Island.

Joined by the destroyer escort *Metivier* (DE-582) on the evening of 19 August, the transport proceeded toward Lingayen, arriving there on 20 August and anchoring in San Fernando Harbor. There she debarked 1,073 troops and passengers, and that same evening took departure for Manila, again accompanied by *Metivier*. Heavy seas and limited transportation facilities rendered debarkation difficult, the ship remaining moored in the outer harbor until the 25th, when she shifted moorings to a wrecked ship near the breakwater. Shifting again, this time to a pier to commence debarkation and embarkation, *Admiral W. S. Benson* commenced this task on 27 August and concluded it on the 29th, sailing with a total of 4,382 passengers. Arriving off Homonhon Island on the afternoon of the 30th to await routing instructions, *Admiral W. S. Benson* got underway in convoy at noon the following day, escorted by the destroyer escort *Edwin A. Howard* (DE-346) and proceeding in company with the Dutch motorship *Welleveden*.

Reaching Ulithi on 3 September, the transport embarked 100 Navy enlisted passengers and got underway the same evening, ultimately arriving at San Francisco on the morning of the 14th. Following voyage repairs at the Bethlehem Shipyard at San Francisco, from 17 to 26 September, *Admiral W. S. Benson* provisioned at the Naval Supply Depot, Oakland, before proceeding to Pier 38 at San Francisco on 27 September, where she embarked 3,495 Navy officers and enlisted passengers. On the evening of the 28th, the transport sailed for Buckner Bay, Okinawa.

Admiral W. S. Benson arrived at her destination on 11 October 1945, just two days after a typhoon had wreaked havoc there. The disruption it caused rendered it impossible for the ship to disembark her passengers in the normal fashion. That day, she received on board 140 officers and enlisted men from the mine-layer *Weehawken* (CM-12), which had gone aground during the typhoon. Two days later, the situation ashore having apparently been improved to permit it, the transport began disembarking her passengers, debarking 30 officers and 613 enlisted men from Navy construction battalion (CB) units. Later that morning, she also debarked *Weehawken's* men as well.

Due to limited housing facilities on the "beach," *Admiral W. S. Benson* served as receiving ship, and commenced debarking passengers on the 18th directly to various fleet units in the Buckner Bay area, transferring 951 men to 44 Mine Force units in two days.

Underway for Japanese waters on 20 October, escorted by the destroyer *Farenholt* (DD-491), *Admiral W. S. Benson* reached Sasebo, Japan, on 22 October, and again took up her duties as a receiving ship. Departing Sasebo for Matsuyama on 25 October after debarking replacement sailors to the ships at Sasebo, *Admiral W. S. Benson* sailed in company with the destroyer *Smith* (DD-378), and anchored at her destination on the 16th. She transferred 153 enlisted men to eight ships as replacements before she sailed for Hiro Wan, for further debarkation of passengers and transferred in the following three days 750 enlisted men and embarked 20 naval enlisted men for passage to the United States.

Underway on 30 October for Wakayama in company with the destroyers *Edison* (DD-439), *Ludlow* (DD-438), and *Niblack* (DD-424), *Admiral W. S. Benson* reached her destination on the 31st, the passage enlivened by the sighting, and quick sinking, of a mine. Transferring men as replacements for ships in the area, the transport embarked 30 officers and 678 enlisted men before getting underway for Nagoya, escorted by the destroyer *Parker*

(DD-604), on 3 November. Arriving the following day, the ship embarked further passengers before sailing for Okinawa on the morning of 6 November. By 6 November, all of the men she had transported from San Francisco had been disembarked, with the exception of 76 enlisted men whose points for discharge had accumulated on the outbound trip and were to return to the United States with the ship for separation.

Anchoring off Hagushi Beach, Naha, Okinawa, on the morning of 8 November, *Admiral W. S. Benson* there embarked 246 Army officers, 3,646 Army enlisted men, making a total passenger lift (including the naval passengers embarked in Japan) of 4,752. On the morning of 10 November, the transport got underway for Seattle, Wash., at which port she arrived on 21 November. Completing the debarking of passengers on the same day, the transport shifted to the Puget Sound Naval Shipyard, where, three days later, she commenced a period of repairs and alterations. Among the latter modifications was the removal of all of her guns with the exception of a pair of 20-millimeter guns, forward. The ship herself experienced a 30% cutback in personnel, which called for a reorganization of all shipboard departments.

As on her previous voyages to Le Havre and Marseilles, *Admiral W. S. Benson* sailed without passengers, bound for Okinawa on 14 December 1945. Spending her second Christmas at sea, the transport reached Buckner Bay on New Year's Day, 1946. Completing embarkation of 4,840 Army officers and enlisted men, including 75 patients, by noon on 8 January, *Admiral W. S. Benson* got underway for Seattle, taking a modified "great circle route" to avoid storms in the vicinity. Diverted to San Pedro en route, the ship reached her revised destination on the morning of 21 January. Shifting to a berth off Long Beach soon thereafter, the ship underwent voyage repairs at Terminal Island.

Decommissioned on 3 June 1946, and turned over to the Maritime Commission for disposal, *Admiral W. S. Benson* was struck from the Naval Vessel Register on 3 July 1946. Transferred to the Army Transport Service, the ship was renamed *General Daniel I. Sultan* in honor of the late General Daniel Isom Sultan, USA.

After operating with the Army Transport Service as USAT *General Daniel I. Sultan*, the ship was reacquired by the Navy on 1 March 1950 and reinstated on the Naval Vessel Register on the same day. Assigned to the Military Sea Transportation Service (MSTS) as USNS *General Daniel I. Sultan* (T-AP-120), the transport, operating out of San Francisco, supported United Nations operations in Korea which came as a result of the North Korean invasion in June, 1950. She sailed from Sasebo for Pusan, South Korea, arriving on 31 July 1950, on her first run to that new war. She then returned to Yokohama, and sailed thence to San Francisco, reaching that port on 12 August.

She commenced her second trip to the Far East during the Korean War on 1 September, and conducted two additional voyages during the fall and into the winter. On one voyage, from Hungnam to Pusan, from 12 to 15 December, *General Daniel I. Sultan* carried, among her embarked troops, a Navy corpsman, Hospitalman Richard De Wert, attached to the 1st Marine Division. On 5 April 1951, Hospitalman DeWert would later win the Medal of Honor while serving with Company "D", 2d Battalion, 7th Marines. The Navy would honor his heroism in naming a guided missile frigate, FFG-45, in his honor three decades later.

During 1951, *General Daniel I. Sultan* conducted nine voyages between San Francisco, the Hawaiian Islands, Marshalls, Guam and the Philippines; she maintained regular service to Far Eastern and Pacific ports—in Japan, Okinawa, Guam, Formosa and the Philippines—into the mid-1960's. Highlighting this period of service was the ship's coming to the aid of the typhoon-ravaged island of Guam.

While en route from San Francisco to Japan with 1,100 Army troops on board, *General Daniel I. Sultan* arrived at Apra Harbor on 13 November 1962, in the wake of Typhoon "Karen." The transport had been scheduled to drop off her regularly scheduled passengers and sail for Japan the following day, but the devastation wrought by "Karen" called for a change-in-plans.

While the troop passengers donned fatigues and boots and pitched in ashore, the ship stood by to provide power and light to the waterfront and ship repair facility. Thirty electricians and diesel engineers labored daily to alleviate the island's power shortage. *General Daniel I. Sultan* provided tools, lights, and batteries to the Naval Hospital, and spare parts and equipment to the communication station. Engineers, mechanics, burners,

and welders proved instrumental in restoring the sewage system in Asan village. Power lines were restrung across the island. The ship's sick bay became a miniature hospital, while one medical team assumed obstetrics duty in the naval hospital on shore, delivering 22 babies during their stay. As part of the Navy's preventative medicine campaign, doctors and medics administered typhoid vaccine. The ship's chief radio operator and his men maintained a 24-hour schedule, handling all communications for the island as well as for the ship. They copied world news, thus enabling the ship's military department to publish a newspaper which carried news of the outside world.

During 1965, with increased American involvement in the war in Vietnam, the transport conducted troop lifts from San Francisco to Danang, South Vietnam, via Okinawa and Formosa. She departed her first troop lift on 2 August 1965, clearing San Francisco on that date and ultimately arriving at Danang on 28 August. Returning to San Francisco on 11 September, she conducted two more lifts before the year was out: the first to Vung Tau and the second to Qui Nhon. Over the first seven months of 1966, *General Daniel I. Sultan* made cruises to ports in Japan, Okinawa, Taiwan and the Philippines.

Transferred to the custody of the Maritime Administration (MarAd) on 7 November 1968, for lay-up at the Suisun Bay reserve facility, *General Daniel I. Sultan* was transferred to that agency on 31 August 1969, and was struck from the Naval Vessel Register on 9 October 1969. She was still at Suisun Bay, in the National Defense Reserve Fleet, into August 1987.

General Daniel I. Sultan was awarded two battle stars for her service in the Korean War.

Admiral W. S. Sims

For biography see *Sims* (DD-409)

(AP-127: dp. 20,120 (lim.); l. 608'11"; b. 75'6"; dr. 26'6" (lim.); s. 19.0 k.; cpl. 495; tr. 4,985; a. (none installed at time of commissioning); cl. *Admiral W. S. Benson*; T. P2-SE2-R1)

Admiral W. S. Sims (AP-127) was laid down on 15 June 1944 at Alameda, Calif., by the Bethlehem-Alameda Shipbuilding Corp., under a Maritime Commission contract (MC hull 685); launched on 4 June 1945; sponsored by Mrs. Anne Hitchcock Sims, widow of the late Admiral Sims; delivered to the Navy on 27 September 1945 and commissioned the same day, Capt. Edward C. Holden, USNR, in command.

Following shakedown training out of San Pedro and post-shakedown availability at the Todd shipyards at Wilmington, Calif., the transport sailed for the Philippines on 20 October with 222 passengers. She arrived at Manila on 6 November, and departed the Philippine port with 4,980 troops and passengers, arriving at San Francisco on 25 November. She commenced her second round-trip voyage to the Philippines with her departure from San Francisco on 7 December. Arriving at Manila on the 22d, the transport sailed for home two days after Christmas. Rerouted during the return voyage, *Admiral W. S. Sims* reached San Pedro with 4,973 passengers on board on 11 January 1946. She subsequently conducted one troop lift from Okinawa, sailing from San Pedro on 3 February 1946, and bringing home 4,988 Army troops to Seattle on 6 March.

Admiral W. S. Sims made one more voyage to the Far East as a Navy transport. After shifting down the west coast from Seattle to San Francisco, she sailed from the latter port on 27 March for Korean waters, with 2,966 Army troops embarked. The transport arrived at Jinsen (now Incheon), on 11 April 1946, and, after embarking 106 passengers at Jinsen sailed for Okinawa, arriving there on 15 April and embarking 910 additional passengers. Clearing Buckner Bay for the Philippines on 16 April, the ship disembarked 26 people at Manila, and embarked 4,106 others for passage to the west coast of the United States. *Admiral W. S. Sims* reached San Francisco on 7 May.

Decommissioned at San Francisco on 21 June 1946, she was simultaneously transferred to the War Shipping Administration. *Admiral W. S. Sims* was struck from the Naval Vessel Register on 3 July 1946.

Turned over to the Army for operation with the Army Transport Service (ATS), the ship was renamed *General William O. Darby* in honor of Brigadier General William O. Darby, USA

(1911-1945), leader of the famed World War II "Darby's Rangers" who distinguished themselves in combat in North Africa, in Sicily, and in Italy. He was killed in action on the Italian front on 30 April 1945, while serving as Assistant Commander of the 10th Mountain Division.

After operations with the ATS as USAT *General William O. Darby*, the ship was reacquired by the Navy on 1 March 1950 and reinstated on the Naval Vessel Register on 28 April 1950 as USNS *General William O. Darby* (T-AP-127). Operating out of New York under the Military Sea Transportation Service (MSTS), the transport steamed between Europe and the Mediterranean carrying troops on rotation, military dependents, and supplies. Between 1950 and 1953, she made more than 20 round trip voyages to Bremerhaven, Germany, and back. In November, 1951, the ship veered 100 miles off course to respond to an SOS from a German freighter in the Bay of Biscay. Thirteen of *General William O. Darby's* sailors volunteered to man a lifeboat and brave the 30-foot seas to transfer a critically burned German sailor to the transport for medical treatment.

Departing New York on 20 June 1953, *General William O. Darby* proceeded to Yokosuka, Japan, via the Panama Canal, arriving at the Japanese port on 17 July to embark Korean War veterans. Returning to Seattle on 29 July, the transport made five more round-trip voyages between the west coast of the United States and Japan during the next five months. After returning to San Francisco on 23 January 1954, she sailed for the east coast on the 25th to resume operations with MSTS (Atlantic), and reached New York on 8 February. During 1954 and 1955, the ship conducted 12 and 13 round-trips, respectively, and, in the first six months of 1956, conducted seven before being deployed to the Mediterranean to support the operations of the 6th Fleet.

Ranging from North Africa to Turkey during that tour, she eventually returned to New York on 6 August 1956. Between 1956 and 1965, the ship conducted some 135 runs to Bremerhaven and back, deploying to the Mediterranean on nine occasions. During the period, the ship took part in the mass movement of 50,000 troops to Cherbourg and Bremerhaven during the Berlin crisis in the autumn of 1961, the biggest troop-lift for MSTS since the Korean cease-fire in 1953. In February 1963, *General William O. Darby* brought back from Bremerhaven two paintings loaned temporarily to the United States from the French Louvre, *Whistler's Mother* and *La Madeleine*. Scheduled to be shown at a succession of art galleries from New York to Atlanta, the two art treasures were met upon arrival at Pier 4, Brooklyn Army Terminal, by cultural attaches from the French embassy.

With the buildup of American strength in Vietnam in 1965, all six MSTS (Atlantic) transports, including *General William O. Darby*, were withdrawn from the New York-to-Bremerhaven run and assigned to duty in the Pacific. Transatlantic sailings were cancelled in late July 1965. *General William O. Darby* and her sister ship, *General Alexander M. Patch* (T-AP-122), carried out the longest point-to-point trooplift in MSTS history when they arrived at Vung Tau, Vietnam, on 13 August 1965 with 3,124 troops embarked between them, having sailed from Boston, a voyage of 12,358 miles. They had departed the east coast on 15 July, transited the Panama Canal on the 20th, and fueled at Long Beach on the 27th. The longest leg of the voyage was non-stop, Long Beach to Vung Tau, a distance of some 7,291 miles.

Placed in reserve at Caven Point Army Depot in New York harbor in 1968, *General William O. Darby* was stricken from the Naval Vessel Register on 9 January 1969 and transferred to the Maritime Commission's reserve fleet. At one point in 1976, the state of Maryland expressed an interest in alleviating its overcrowded correctional facilities by the use of the ship. Vehement objections to the retention of the name of the Army war hero on a ship designated to incarcerate prisoners apparently arose, contributing in large part to the cancellation of the ship's name on 6 July 1976. The ship, herself, now merely the unnamed T-AP-127, remained on the Naval Vessel Register. Reclassified as IX-510 in October, 1981, the ship was towed from her berth in the James River to the Norfolk Naval Shipyard, where she was placed in service on 1 July 1982. In 1987 she was serving as a barracks and accommodation ship at the Norfolk Naval Shipyard, providing berthing and messing facilities for ships undergoing work at the yard.

General William O. Darby (T-AP-127) was awarded one battle star for her service during the Vietnam War.

Admiralty Islands

A group of islands located within the Bismark Archipelago in the southwest Pacific Ocean, north of New Guinea. Its total land area is about 800 square miles. The islands were the scene of an amphibious landing and subsequently became a major fleet base during World War II.

(CVE-99; dp. 7,800; l. 512'3"; b. 65'; ew. 108'1"; dr. 22'6"; s. 19.3 k.; cpl. 860; a. 1 5", 16 40mm., 20 20mm., 28 ac.; cl. *Casablanca*; T. S4-S2-BB3)

Chaplin Bay (CVE-99) was laid down under a Maritime Commission contract (MC hull 1136) on 26 February 1944 by the Kaiser Shipbuilding Co., Vancouver, Wash.; renamed *Admiralty Islands* (CVE-99) on 26 April 1944; launched on 10 May 1944; sponsored by Mrs. Homer Norman Wallin; and commissioned at Astoria, Oreg., on 13 June 1944, Capt. J. D. Barner in temporary command. Later that day, command of the ship passed to Capt. M. E. A. Gouin.

The escort carrier departed Astoria on 2 July for shakedown training in Puget Sound and then sailed for San Francisco to take on fuel oil and aviation gas. She arrived at San Diego on 14 July for further training before becoming a unit of the Carrier Transport Squadron, Pacific Fleet, with the task of transporting aircraft, material, and personnel to support front line carrier operations.

After a brief pause at Pearl Harbor, *Admiralty Islands* got underway for the Marshall Islands. She disembarked her cargo at Majuro Atoll on 9 August and immediately returned to Pearl Harbor. The carrier then shuttled more planes and personnel back to San Francisco, arriving there on the 24th. She spent the month of September making a shuttle from the west coast to Finschhafen, New Guinea, and back. Upon her arrival at San Diego on 7 October, the ship underwent alterations from the 8th through the 26th. On 29 October, *Admiralty Islands* sailed for the Naval Air Station, Alameda, Calif., to load Army aircraft and personnel for transportation to New Guinea. She reached Finschhafen on 21 November, unloaded, and continued on to Manus Island. After a brief pause at Seeadler Harbor on 23 November, she touched at Pearl Harbor on 6 and 7 December before reaching San Diego a week later to load aircraft and military personnel. She returned to Pearl Harbor on 24 December and on the day after Christmas got underway for Guam.

Admiralty Islands reached Guam on 6 January 1945. She conducted refresher aircraft landing operations off that island for two days, then sailed for Pearl Harbor on the 10th. The carrier reached Hawaii on the 20th and began repairs to her main engine. After the yard work was finished on 31 January, she took on 61 aircraft, slated to replace combat losses. *Admiralty Islands* left Pearl Harbor on 2 February to support carrier operations in the campaign to seize Iwo Jima. After short stops at Eniwetok and Ulithi, *Admiralty Islands* got underway on 16 February as part of Task Group (TG) 50.8, the logistics support group for Task Force (TF) 58. Throughout the rest of February, *Admiralty Islands* launched aircraft and provided replacement pilots to make good the carriers' losses. She returned to Guam on 2 March for provisioning and to make minor hull repairs. On 13 March, she again sailed with TG 50.8, this time to support action against Okinawa. The carrier interrupted her logistics supply role only for brief returns to Guam for replenishment. On 18 April, *Admiralty Islands* suffered her first operational casualty. A plane was lost over the side while attempting to land on her deck. Neither the pilot nor the plane was recovered. The carrier returned to Guam on 24 April to undergo repairs on her boilers, two of which had become inoperative by the time she arrived.

Her repairs completed, the escort carrier sailed on 14 May to rejoin TG 50.8 and operations off Okinawa. She delivered numerous aircraft to American forces before arriving, via Guam, at Saipan, on 15 June. She remained there for approximately two weeks before she received orders to join TG 30.8 and support air and bombardment strikes on the Japanese home islands. *Admiralty Islands* sustained another operational casualty on 20 July, when a plane crashed while attempting to land. One man died as a result of the ensuing fire. On 21 July, the ship was detached from the 3d Fleet and headed for Guam, where she unloaded her cargo while refueling for the trip back to the west coast. The carrier reached San Diego on 11 August; then sailed

to San Pedro to undergo repairs and alterations. The majority of the alterations were cancelled because of Japan's surrender; and, following completion of essential repairs, *Admiralty Islands* sailed on 1 September to become a member of the "Magic-Carpet" fleet for assistance in the return of American troops to home. On 25 September, operational control of the carrier was transferred to the Carrier Transport Squadron, Pacific Fleet.

"Magic-Carpet" duties occupied *Admiralty Islands* until she was decommissioned on 24 April 1946. Her name was struck from the Navy list on 8 May 1946, and the ship was sold to the Zidell Machinery and Supply Co., Portland, Oreg., for scrapping.

Admiralty Islands won three battle stars for her World War II service.

Admittance

Little is known about *Admittance*, an American merchant brig operating along the California coast during the Mexican War. The United States sloop of war *Portsmouth* seized this vessel on 8 April 1847 at San Jose, Calif., for "trading with the enemy." Comdr. John B. Montgomery, *Portsmouth's* commanding officer took the prize into the Navy; and, under the command of Lt. Joseph Warren Revere, she served until 6 May 1848. No record of her fate thereafter seems to have survived.

Adolph Hugel

(Sch: t. 269; l. 114'; b. 29'; dph. 10'; dr. 9'; cpl. 31; a. 1 13" M., 2 32-pdr. sb.)

Adolph Hugel—a schooner built at Philadelphia in 1860—was purchased there by Capt. Samuel F. Du Pont on 21 September 1861 to participate in his impending expedition against Port Royal, S.C., and then to serve in the South Atlantic Blockading Squadron which he hoped to base at that port. However, delays in fitting out the schooner prevented her from taking part in the Port Royal operation and caused her to be reassigned twice before her active service began: first to Flag Officer William W. McKeon's Gulf Blockading Squadron and then, on 2 December 1861, to the Mortar Flotilla established under Comdr. David D. Porter to support Farragut's forthcoming campaign against New Orleans and the lower Mississippi.

Commissioned on or before 11 January 1862, Acting Master Hollis B. Jencks in command, *Adolph Hugel* finally departed Chester, Pa., on 13 January 1862 and proceeded to Hampton Roads in company with sister schooner *George Mangham*. From that port, she proceeded via Hampton Roads, Va.; Key West, Fla.; and Ship Island, Miss., to the Mississippi Delta which she reached on 18 March. Upon arriving there, she was promptly towed over the bar off the mouth of Pass a l'Ouvre and into the river. For the next month, while Farragut labored to get his deep-draft, saltwater warships into the Mississippi, Porter kept his vessels busy preparing to support the flag officer's thrust upstream.

On the morning of 18 April, *Adolph Hugel* opened fire on Fort Jackson which, with Fort St. Philip across the river, protected New Orleans from seaborne attack. She and her sister schooner kept up the shelling for over two hours before ceasing fire at noon. Thereafter, Porter's mortars intermittently bombarded the Confederate fortifications. Their firing reached its peak in the pre-dawn darkness of the 24th when Farragut's fleet dashed upstream, passed the forts, and the next day took New Orleans. Four days later, the forts surrendered.

Originally, similar operations against Mobile, Ala., were next on the mortar flotilla's agenda; and *Adolph Hugel* and her sisters dropped downriver and returned to the gulf to await Farragut who was to join them in attacking that port. Meanwhile, however, new orders from Washington sent Farragut back upstream to join Flag Officer Charles H. Davis' Western Flotilla which had been fighting down the Mississippi from Cairo, Ill.

When these instructions reached the flag officer, he had just returned to New Orleans from Vicksburg where he had found Confederate cannon which could shell his ships with near impunity, because their location high on the cliffs kept them out of the field of fire of the Union Navy's low trajectory guns. He, therefore, called the Mortar Flotilla back to the river to neutralize the Southern batteries as he raced past Vicksburg to meet

Davis. Thus, late in June, *Adolph Hugel* found herself and her sisters just below the Confederate river fortress; and, on the 28th, they shelled the hillside batteries as Farragut's salt water men-of-war ran the gauntlet.

However, events were taking place in Virginia which would shorten *Adolph Hugel's* service on the Mississippi. General Robert E. Lee's Army of Northern Virginia had defeated the North's Army of the Potomac in the Seven Days Campaign, driving it across the peninsula between the York and the James and penning it up in a somewhat precarious beachhead at Harrison's Landing on the north bank of the latter river. There, Union gunboats protected each flank of the beleaguered Northern army; and, the Federal War Department felt that mortar boats would be ideal weapons to augment naval firepower on the James and, in this way, to increase the security of the besieged Federal troops. As a result, in compliance with an Army request, Secretary of the Navy, Gideon Welles, called 12 of Porter's schooners back to the east coast for duty on the vital Virginia river.

Adolph Hugel—one of the mortar boats brought back to the Atlantic—reached Hampton Roads on 31 July. However, when she arrived there, she was in serious need of repairs. Thus, instead of ascending the James to bolster Union strength at Harrison's Landing, she soon continued on north for yard work at Baltimore.

The patching kept her out of action into the autumn. By the time she was back in fighting trim, the Army of the Potomac had evacuated the peninsula and had moved north to help to defend Washington. Lee's army had routed General Pope's troops in the Second Battle of Bull Run, had invaded Maryland, and was a threat to the Federal capital. Thus, *Adolph Hugel's* capabilities were no longer required on the James, but were urgently needed near Washington.

Consequently, the schooner was assigned to the Potomac Flotilla and began patrolling the river between Washington and Aquia Creek in early autumn. She subsequently served on various stations in that command through the end of the Civil War. Her efforts were devoted primarily to stopping illicit trade between Maryland and Virginia while acting as a guardship at Alexandria. Her accomplishments were small; but their cumulative effect, added to the work of many sister Union warships, was significant in helping to weaken the South. The schooner's first capture was almost comical in that it took place on April Fool's Day, 1863; and the prize was a "... hastily abandoned ..." boat loaded with whiskey.

This action was a sample of victories to come, for much of her work was devoted to checking the Civil War's version of bootlegging or carrying alcoholic beverages. On 20 July, she took another liquor-laden boat with a two-man crew. On 17 September, she made a prize of the sloop *Music*; and, on 3 December 1863, she captured the schooner *F. U. Johnson*. This vessel's general cargo included a large quantity of distilled spirits.

On the night of 6 February 1864, a small boat attempted to pass *Adolph Hugel* and did not reply to repeated hails from the guard vessel. Acting in accordance with standing orders, the schooner's commanding officer fired at the boat's only occupant, wounding him. The boat sank alongside, and its captors threw its cargo of whiskey overboard.

During Confederate General Jubal Early's Washington raid in July 1864, the Military Governor of Alexandria requested *Adolph Hugel's* help in defending his city in the event of an attack. However, before Early reached Washington, heavy reinforcements arrived at Fort Stevens, which guarded the northwestern approaches to the Federal capital, prompting Early to withdraw.

On 28 November 1864, the schooner took her last prize, the sloop *James Landry* which was carrying a general cargo and six passengers.

Following the end of hostilities, *Adolph Hugel* was decommissioned at the Washington Navy Yard on 17 June 1865. She was sold at public auction there on 20 July 1865 to a gentleman named Robinson.

Adonis

A handsome youth in Greek mythology who was loved by Aphrodite. While still young, Adonis was slain by a wild boar sent by the jealous Ares.

(LST-83: dp. 3,960; l. 328'; b. 50'; dr. 11'2"; s. 11.6 k.; cpl. 250; a. 8 40mm., 8 20mm.; cl. *Achelous*)

LST-83 was laid down at Jeffersonville, Ind., on 31 March 1943 by the Jeffersonville Boat & Machine Co.; launched on 14 June 1943; sponsored by Mrs. Frank R. Akhurst; commissioned on 6 August 1943 at Algiers, La., for transportation to Baltimore, Md.; decommissioned on 21 August 1943 for conversion by the Bethlehem Steel Co. for service as a landing craft repair ship; redesignated ARL-4 on 26 August 1943 and simultaneously named *Adonis*; and placed in commission on 12 November 1943, Lt. Matthew E. Thompson in command.

The new landing craft repair ship soon sailed to Norfolk, Va., for shakedown training and carried out exercises in Chesapeake Bay. She then made a cruise to New York City and finally ended her training period at Boston, Mass., on the last day of the year. *Adonis* departed Boston on 3 January 1944 with a convoy bound for Halifax, Nova Scotia. The ships arrived in Halifax on the 6th and put out to sea again on 14 January beginning a transatlantic voyage to Great Britain.

The convoy reached Milford Haven, Wales, on 31 January. Two days later, *Adonis* got underway for Devonport, England. She dropped anchor there on 5 February and commenced providing repair services to fleet units. She remained at Devonport until 26 May and then moved to Portland harbor. However, only a few days later, she was ordered to proceed to the assault area off the Normandy beachhead in France.

Adonis got underway for her trip across the English Channel on 7 June, the day after D day. She arrived off Omaha beach on the 8th and began providing repair services to damaged amphibious vessels. Rough seas made the work difficult, and the repair ship frequently changed her anchorage to avoid shellfire from enemy shore batteries. On 1 August, she cleared the area and headed back to England for repairs at Falmouth.

The ship returned to the French coast on 25 August, anchored off Utah beach, and resumed her repair work. On 1 November, she sailed to Cherbourg, France, to pick up stores and equipment and returned to the waters off Omaha beach on the 4th. She remained there for 10 days and was then ordered back to England.

Adonis reached Devonport on 15 November, resumed her maintenance work, and remained at that port through 5 May 1945. After a pause at Belfast, Northern Ireland, the ship began her voyage back to the United States and reached her home port, Norfolk, on 31 May. Upon her arrival, the vessel was overhauled and then conducted sea trials and exercises in the Chesapeake Bay.

The repair ship made a run to Davisville, R.I., on 22 July to take on a load of pontoons and sailed for the Pacific two days later. She transited the Panama Canal on 4 August and, while en route to San Diego, Calif., received word of Japan's capitulation. After reaching San Diego on the 17th, she unloaded the pontoons at Port Hueneme, Calif., on the 27th, and got underway for Hawaii.

Upon her arrival at Pearl Harbor on 6 September, *Adonis* set to work converting LSM's and LCI's into troop carriers which could be used to help return military personnel to the United States. She remained in Hawaiian waters through 25 October, when the ship shaped a course for Guam where she operated until early December. She got underway for China on the 3d, and reached Shanghai on the 12th, remaining there into early 1946.

Upon leaving Shanghai on 14 March 1946, *Adonis* visited the Chinese ports of Taku, Chinwangtao, Hulutao, and Tsingtao. She departed the latter city on 25 April and set a course for the west coast of the United States. The ship reached Astoria, Ore., on 18 May and, shortly thereafter, began preparations for her deactivation. *Adonis* was decommissioned on 11 October 1946 and was assigned to the Columbia River Group, Pacific Reserve Fleet, Portland, Ore. The ship remained inactive there until her name was struck from the Navy list on 1 January 1960. She was sold to Mr. Virgil Gene Thomas of California on 14 October 1960.

Adonis won one battle star for her World War II service.

Adopt

(AM-137: dp. 850; l. 184'6"; b. 33'; dr. 9'9"; s. 14.8 k.; cpl. 104; a. 1 3", 4 40mm.; cl. *Admirable*)

Originally projected as AMC-114 but redesignated prior to the start of construction, *Adopt* (AM-137) was laid down on 8 April

1942 at Tampa, Fla., by the Tampa Shipbuilding Co., Inc.; launched on 18 October 1942; sponsored by Mrs. Elizabeth H. Hastings; and commissioned on 31 May 1943, Lt. Frank Robert Edrington in command.

After conducting shakedown training off Key West, Fla., the minesweeper proceeded to the Norfolk Navy Yard for post-shakedown availability and then began a series of minesweeping tests and exercises at Little Creek, Va., and at Solomons Island, Md. These operations occupied her into early September, when she sailed for the west coast. *Adopt* made a brief stop at Guantanamo Bay, Cuba, before transiting the Panama Canal and joining the Pacific Fleet. She reached San Diego, Calif., on 25 September.

Adopt operated at San Diego as an escort ship through 26 May 1944. That same month, she reported for duty to the Commander of the Western Sea Frontier. She left the west coast on 6 June and shaped a course for Pearl Harbor. The ship took part in a 10-day period of antisubmarine warfare exercises in Hawaiian waters under the auspices of Commander, Task Force 1. On 23 June, she departed Hawaii in a convoy bound for Alaska.

The minesweeper reached Adak, Alaska, on 29 June. She was subsequently based at the Naval Operating Base, Kuluk Bay, Alaska. During her service in Alaskan waters, *Adopt* carried out tactical and gunnery drills, held minesweeping exercises, and provided convoy escort services. In June 1945, she steamed into the anchorage at Cold Harbor, Alaska, to begin training exercises for a crew of Russian seamen until mid-July. On 19 July 1945, *Adopt* was decommissioned and transferred to the Soviet Union under the terms of lend-lease. The vessel later served the Soviet Navy as *T-552*. The Navy redesignated the vessel MSF-7 on 7 February 1955. The *Naval Vessel Register* of 1 January 1958 stated that the ship had been destroyed by the Russians by demolition and noted that an appropriate settlement had been agreed upon by the two nations.

Adria

The feminine form of the Latin name Adrian or Hadrian. *Adria* was an ancient Italian city from which the Adriatic Sea derived its name.

(AF-30; dp. 7,435; l. 338'6"; b. 50'; dr. 21'1"; s. 11.5 k.; cpl. 84; a. 1 3", 6 20mm.; cl. *Adria*; T. R1-M-AV3)

Adria (AF-30) was laid down under a Maritime Commission contract (MC hull 2194) on 27 December 1943 at Beaumont, Tex., by the Pennsylvania Shipyards, Inc.; launched on 16 April 1944; sponsored by Mrs. L. C. Allen; acquired by the Navy on a loan charter basis on 30 November 1944; converted at Galveston, Tex., for service as a store ship; and placed in commission at Galveston on 26 December 1944, Lt. Comdr. Laurence W. Borst in command.

After her final fitting out, *Adria* held a shakedown cruise in the Gulf of Mexico off Galveston. She then sailed to Mobile, Ala., to pick up cargo. The vessel got underway on 19 January 1945 and headed for the Canal Zone. She reached Balboa on the 25th and discharged a portion of her cargo. The ship then transited the Panama Canal and continued on toward Hawaii. She arrived at Pearl Harbor on 14 February and was subsequently assigned to Service Squadron 8, Service Force, Pacific Fleet. On 18 February the store ship departed Hawaii; shaped a course for the west coast of the United States; and reached San Francisco, Calif., on the last day of the month.

Upon her arrival in San Francisco, the ship took on cargo and mail destined for Allied bases in the forward areas of the Pacific. She left California on 10 March and sailed directly to Eniwetok, Marshall Islands. She arrived at that atoll on the 31st and unloaded part of her cargo before continuing on to the Marianas. She arrived at Saipan on 5 April, then moved to Guam on the 9th to discharge the remainder of her provisions.

In mid-April, *Adria* sailed to Ulithi where she took on more supplies and sailed on 20 April for Kerama Retto. During the rest of April and the first half of May—while the vessel operated near Okinawa unloading her cargo to support forces in the area—enemy air alerts frequently interrupted her operations. During an air raid on 30 April, one of *Adria*'s crew members was fatally wounded by the explosion of a small caliber shell. With her holds empty, the ship left Okinawa on 7 May to sail to Pearl Harbor.

After a pause at Ulithi, *Adria* arrived at Pearl Harbor on the 29th to take on more equipment and supplies and then reversed her course and proceeded back to Okinawa.

The store ship made stops at Eniwetok and Ulithi before reaching Okinawa on 4 July. Over the next three weeks, the vessel unloaded her cargo ashore. When this process was completed, *Adria* sailed to the Philippine Islands. She paused at Leyte on 27 July; then continued on to Hawaii. The ship pulled into Pearl Harbor on 16 August soon after Japanese capitulation ended World War II. She spent almost one month in port for repairs and loading before sailing once again on 11 September. The vessel made a port call at Okinawa on 2 October; then sailed on to Korea. She touched at Jinsen on the 6th to unload her supplies in support of Allied occupation forces. The ship also stopped at Taku and Tsingtao, China, to discharge cargo, before setting a course for the United States. She reached Seattle, Wash., on 16 November.

After voyage repairs at Seattle, *Adria* set sail on 16 December for the western Pacific. She made port calls at Saipan and Guam to unload her cargo; then left the latter island on 5 February 1946 to sail back to the United States. The ship reached Seattle on 28 February, but commenced another shuttle run to the Far East on 19 March. She visited Yokosuka, Japan; Shanghai, China; and Hong Kong. The ship got underway from Shanghai on 24 May and shaped a course for the Panama Canal Zone. She transited the Panama Canal on 2 July; then sailed via Mobile, Ala., to Norfolk, Va.

Upon her arrival at Norfolk on 10 July, *Adria* began operations with Service Force, Atlantic Fleet. During the remaining eight years of her naval career, the ship made supply runs to various points in the Caribbean and the Mediterranean. Among her ports of call were Guantanamo Bay, Cuba; Hamilton, Bermuda; Roosevelt Roads, Puerto Rico; Trinidad; Casablanca, Morocco; Gibraltar; Bremerhaven, Germany; Plymouth, England; and Argentina, Newfoundland. In addition to her overseas cargo runs, *Adria* operated along the east coast of the United States. She also held a number of training exercises and operations in the Chesapeake Bay. Her routine was also broken by regular periods of repair and upkeep at the Norfolk Naval Shipyard, Portsmouth, Va.

On 6 January 1954, the vessel entered the Philadelphia Naval Shipyard for a period of repair work prior to her inactivation. She got underway again on 9 March and sailed to Orange, Tex. *Adria* arrived there on 18 March. She was placed out of commission, in reserve, at Orange on 16 June 1954 and was berthed there with the Texas Group, Atlantic Reserve Fleet. The ship remained at Orange until 1 July 1960, when her name was struck from the Navy list and she was transferred to the Maritime Administration for layup at Beaumont, Tex.

Adrian

(Str. dp. 330; lbp. 125'7"; b. 21'2"; dr. 8'5" (aft); s. 13.25 k.; cpl. 16)

The wooden-hulled excursion steamer *Westport* was built in 1911 by William McKie of East Boston, Mass., and owned by the Eastern Steamship Lines, Inc., of Boston India Wharf at the start of World War I. The Navy inspected the ship in the 1st Naval District on 1 February 1918 for possible use as a passenger and freight carrier, and she was taken over on 14 November 1918. Five days later, her name was changed to *Adrian*—to avoid confusion with the Naval Overseas Transportation Service (NOTS) freighter *Westport* (Id. No. 3548)—and, given the classification Id. No. 2362, was initially assigned to the 1st Naval District.

However, the 5th Naval District's pressing need for a "hospital and ambulance boat" soon resulted in orders sending the ship to Norfolk, Va., ". . . for the purpose of furnishing treatment to personnel on vessels not otherwise provided for and for transporting cases to a hospital from vessels in Hampton Roads." The services which *Adrian* could provide could be obtained by calling the 5th Naval District's Medical Aide during the day, and the district duty officer outside of normal working hours.

Such prosaic duties were not without the threat of accidents. On the evening of 2 May 1919—while *Adrian* was making a trip from the Naval Hospital at Portsmouth, Va., to the Naval Operating Base, Norfolk—she blew a tube in her boiler. When it

burst, live coals and escaping steam severely burned a sailor of her "black gang." A Navy tug took *Adrian* in tow, and the injured man was soon taken ashore at Portsmouth for treatment.

On 2 September, word came for *Adrian* to proceed via the "inside route" to the naval station at Boston, Mass., and report to the Commandant of the 1st Naval District. She was decommissioned there on 19 September 1919 and returned to her owner 10 days later.

Adriana

Adriana—a merchant ship purchased by funds donated by the citizens of Baltimore and donated to the Navy—carried the name *Baltimore* (q.v.) during her naval service.

Adroit

(Yacht: t. 147; l. 141'; b. 15'6"; dr. 5'6" (aft); s. 17½ k.; cpl. 23)

Adroit (SP-248)—a steam yacht built in 1907 at City Island, N.Y., by Robert Jacobs—was acquired by the Navy sometime late in 1917 from Mr. F. H. McAdoo of New York City. After she had begun fitting out under the direction of Lt. H. B. Peschau, NNV, *Adroit* was found to be highly unseaworthy and of extremely short cruising range. Consequently, she was never commissioned and was returned to her owner on 30 April 1918. Presumably, her name—which had appeared on the Navy list—was stricken from that list soon thereafter.

I

(AM-82: dp. 295; l. 173'8"; b. 23'; dr. 6'6"; s. 16 k.; cpl. 65; a. 1 3", 1 40mm.; cl. *Adroit*)

The first *Adroit* (AM-82) was laid down on 31 July 1941 at Portland, Oreg., by the Commercial Iron Works; launched on 21 February 1942; and placed in commission on 28 July 1942, Lt. E. G. Benis in command.

Following her commissioning, the minesweeper moved to San Francisco, Calif., for final fitting out and shakedown training. She left the west coast on 23 November and shaped a course for Hawaii. *Adroit* reached Pearl Harbor on 6 December and spent two weeks undergoing voyage repairs. She set sail on the 21st for Noumea, New Caledonia. Upon her arrival there, the ship began operations with Destroyer Squadron 12 on antisubmarine patrols off Noumea.

In mid-April, *Adroit* sailed to Espiritu Santo to undergo repairs. The work was completed in June, and she got underway on the 18th with a convoy for Guadalcanal. On 2 July, the minesweeper headed back to Noumea and operated there until the 26th, escorting ships entering and leaving the harbor.

On the last day of July, *Adroit* arrived back at Guadalcanal and assumed station on a patrol screen. Her sound gear broke on 2 August, forcing her to anchor off Lunga Point until repairs could be made. The minesweeper got underway again on the 22d, headed for New Caledonia, made intermediate stops at Espiritu Santo and Efate, and reached Noumea on 10 September. She then resumed harbor escort duties.

In mid-October, *Adroit* sailed to Guadalcanal to join forces scheduled to invade the Treasury Islands. The vessel arrived off Bougainville on 26 October and began her prelanding sweeps. The assault began on the 27th and, during November, she escorted three more convoys from Guadalcanal to support the assault on the Treasury Islands.

Adroit began operations from Guadalcanal on 23 November as a "ready ship" on screening and convoy duty and on hunter/killer operations. In this role, she escorted convoys to Espiritu Santo and Efate, New Hebrides; Noumea, New Caledonia; Auckland, New Zealand; Tarawa, Gilbert Islands; and Manus, Admiralty Islands.

On 1 June 1944, the ship was reclassified as a submarine chaser and redesignated *PC-1586* and her name, *Adroit*, was cancelled. In mid-December, she moved to Ulithi where she served as a harbor patrol vessel. On 28 March 1945, she left Ulithi and proceeded to Saipan, where she arrived four days later. During the rest of her wartime service, *PC-1586* operated on escort duty

between Saipan and Iwo Jima. She made three round-trip voyages between these islands before shaping a course for Pearl Harbor on 30 July.

PC-1586 reached Hawaiian waters on 15 August and remained in port for approximately two weeks before sailing on to the west coast. She touched at San Francisco on 15 September and began preparing for deactivation. *PC-1586* was decommissioned on 14 December 1945, and her name was struck from the Navy list on 8 January 1946. She was transferred to the Maritime Commission on 18 March 1948 for disposal.

Adroit earned one battle star for her World War II service.

II

(MSO-509: dp. 750; l. 173'; b. 36'; dr. 14'; s. 14 k.; cpl. 78; a. 1 40mm., 2 .50-cal. mg.; cl. *Acme*)

The second *Adroit* (MSO-509) was laid down on 18 November 1954 at Boothbay Harbor, Maine, by Frank L. Sample, Jr., Inc., as AM-509; redesignated MSO-509 on 7 February 1955; named *Adroit* on 17 May 1955; launched on 20 August 1955; sponsored by Mrs. Alice G. Olsen, the wife of Capt. Eliot Olsen; and commissioned on 4 March 1957, Lt. Comdr. J. G. Nemetz in command.

Following commissioning, *Adroit* completed fitting out and then moved south to Charleston, S.C. From that port, she conducted shakedown training in the West Indies and in the local operating area. The minesweeper then began a period of almost 17 years of service with the Atlantic Fleet Mine Force. During that time, she provided services for several Navy organizations—most notably the Naval Mine Defense Laboratory (after 1971, the Naval Coastal Systems Laboratory) at Panama City Fla., the Naval Ordnance Laboratory Test Facility at Ft. Lauderdale, Fla., and the Mine Warfare School at Charleston, S.C. In addition, *Adroit* participated in Gordon Cooper's Project "Mercury" space shot in May 1963 and helped the Naval Oceanographic Office to conduct a test in March of 1970. The minesweeper also made occasional deployments to both the Mediterranean Sea and the West Indies. During her tour of duty with the 6th Fleet in the summer of 1958, she earned the Armed Forces Expeditionary Medal as a result of service off the coast of strife-torn Lebanon. For the most part, however, normal operations such as exercises and goodwill port visits occupied her time overseas. While serving in home waters, she concentrated on type training, independent ship's exercises, regular overhauls, and repair periods.

The character of *Adroit's* Navy career changed significantly midway through 1973. That summer, she received word of her reassignment to naval reserve training duty and of a change of home ports from Charleston to Newport, R.I. She departed Charleston on 24 September and arrived in Newport on the 28th. The minesweeper spent the remainder of her Navy career training naval reservists. She operated along the east coast participating in a number of exercises—most frequently independent ship's exercises and amphibious assault training. In August of 1977, her base was changed to Portsmouth, N.H., whence she operated for more than four years. Early in October of 1981, *Adroit* changed home ports once again—from Portsmouth, N.H., to Little Creek, Va. As of December of 1987, she was still operating from the Naval Amphibious Base, Little Creek, Va.

Advance

I

(Brig: t. 144; l. 88'; b. 21'9"; dph. 8'5"; cpl.17)

The first *Advance*—a brigantine built in 1847 in New Kent County, Va.—was loaned to the Navy on 7 May 1850 by Mr. Henry Grinnell to participate in the search for Sir John Franklin's arctic expedition which had been stranded in the frozen north since 1847. After last-minute preparations, the ship, under the command of Lt. Edwin J. De Haven and in company with *Rescue*, put to sea from New York on 23 May 1850. Storms battered the two ships on the initial leg of the voyage and separated them. However, both safely reached Disko Island, located off the west coast of Greenland where Davis Strait gives way to Baffin Bay. *Advance* arrived on 24 June, and *Rescue* pulled into port three days later. On the 29th, the two ships headed into Baffin Bay,

bound for Lancaster Sound located north of Baffin Island and south of Devon Island. Off Haroe Island on 1 July, *Advance* encountered pack ice. A week later, she and her consort were caught in the pack just north of Upernavik. For the next three weeks, the two ships fought their way through the ice. On the 29th, they cleared the pack and continued their voyage across Melville Bay to Lancaster Sound. The two ships entered the sound on 19 August and, that same day, encountered two British vessels engaged in the same mission as the Americans.

That evening, a storm blew up and separated *Advance* and *Rescue*. The next day dawned "thick and foggy," but the wind had abated. *Advance* began searching for her companion. By 25 August, she was off Cape Riley on Devon Island where she put ashore a landing party to search for clues to the whereabouts of the Franklin expedition. While the searchers ashore were discovering the former campsite of some unidentified party, *Advance* was run aground by a strong current. The British ship *Prince Albert* offered assistance, but *Rescue* showed up at about the same time. Moreover, *Advance* lightened her load and succeeded in hauling off by her own efforts.

On 26 August, the two ships attempted the passage of Wellington Channel to search the area north of Cape Spencer. Soon, however, they found the way north blocked by a solid mass of pack ice and prudently returned south to the vicinity of Point Innes. There, the Americans again encountered the British, along with positive evidence of the Franklin party having camped nearby. Heartened by that find and by a favorable change in weather conditions, they headed back toward Wellington Channel. At Beechy Island, all the search vessels gathered in a cove (now called Union Bay) to plan a coordinated search. While the leading officers were so engaged, a party sent ashore discovered three graves and "other unmistakable evidences of the missing expedition (Franklin's) having passed its first winter here." At that point, she and *Rescue* entered Wellington Channel to pursue the search, but the pack ice quickly closed in upon the two ships. Though they tried to escape the clutches of the pack, abysmal weather foiled their attempts; and *Rescue* suffered a damaged rudder. By mid-September, they were caught fast in the floating ice.

For the duration of the winter, *Advance* and *Rescue* were at the mercy of the drifting floe. For what remained of September and most of October, they drifted in Wellington Channel, discovering the northern peninsula of Devon Island which they named Grinnell in honor of the expedition's benefactor. During November, changing winds carried them back and forth past Beechy Island. In December, the floe made the transit of Lancaster Sound and, on 14 January 1851, they reentered Baffin Bay. Their imprisonment, however, did not end until early June. They had passed Davis Strait in May, and the floe began to break up near the end of the first week in June. *Rescue*—repaired—cleared the pack on 7 June 1851. *Advance* followed the next day.

The expedition replenished at Disko Bay and sought to renew the search. However, the ice proved heavier than in the previous year; and prudence dictated that the mission be abandoned for the time being. Therefore, the two ships headed back to the United States. *Advance* arrived in New York on 30 September 1851, and *Rescue* reached that port on 7 October. Both ships were returned to Mr. Grinnell, and he immediately began outfitting *Advance* for another Arctic expedition.

Preparations for the second Franklin rescue expedition took about 20 months. *Advance* finally departed New York on 30 May 1853, Passed Assistant Surgeon Elisha Kent Kane in command. The expedition stopped at Upernavik, Greenland, to purchase supplies and, most importantly, sled dogs for searches ashore and on the solidly frozen floes. Continuing north, *Advance* passed the length of Baffin Bay reaching Smith Sound—the northern terminus of Baffin Bay—by 7 August. Near the end of August, she reached her northernmost point—about 78°43' north latitude—in Kane Basin, named for the ship's commanding officer, Passed Assistant Surgeon Kane.

At that point, Kane decided to pass the winter among a group of islets near the Greenland coast rather than to return south to some safer harbor. By 10 September, *Advance* was imprisoned in the ice. The interior of the ship underwent extensive preparations for wintering farther north than any previous expedition. When that was complete, the crew began expeditions across the frozen wastes both on the Greenland shore and the frozen pack. Kane and his officers also established a scientific station to observe climatic conditions and to make astronomical calculations.

Their expeditions on foot, however, were hampered by the loss of almost all their sled dogs to disease. In the absence of animal transport, the men themselves carried out the searches and explorations on foot, serving as beasts of burden to manhandle caches of supplies to points which would allow for more distant searches in the future.

On one such expedition in late March 1854, four of the party suffered so severely from frostbite that they had to be left behind under the care of a fifth man while the remaining members of the party—too physically exhausted to do more than drag their own persons across the frozen wastes—headed back to the brig for help. The leader of that group, upon returning to the brig, volunteered to return with the rescue party as a guide. However, his own ordeal caused him to fall victim of a temporary mental disorder and prevented him from rendering any real help. It was only good luck—first in finding the advanced party's trail and then in sighting a canvas tent at the site of the disabled men's "encampment"—and their own Herculean efforts that allowed the rescue party to complete their mission. Even that success, however, was marred by the fact that two of the rescued men later succumbed to their infirmities.

Fatigue and illness of all associated with the rescue expedition prevented Kane from undertaking further searches until the end of April. During that interlude, Eskimos arrived in the area, and Kane bartered with them for additional sled dogs. The four animals he thus obtained allowed him to fit out a single seven-dog team which greatly extended the range of their searches. In his own words, "The value of these animals for Arctic ice-travel (*sic*) can hardly be over-estimated (*sic*)." Through the ensuing summer, search parties ranged the far northern coasts of Greenland and the eastern coast of Ellesmere Island searching for evidence of Sir John Franklin's party and making notes on geography and climate.

Advance's crewmen passed the second winter in a state of near hibernation. The difficulties of the previous year had sapped their strength, and their provisions were too scant to restore it. Scurvy—that dread disease of the sea—riddled their ranks to the point that Kane and one other man "... only remained to attend upon the sick, and carry on the daily work of the ship, if that name could still appropriately designate the burrow which we inhabited." The sun returned late in February 1855, and wild game followed it in March. Reasonably adequate food and the sunlight slowly brought the men back some semblance of full strength. At that point, Kane decided to abandon the ship—still frozen solidly in the floe—and make it across the ice to the Danish settlements of southern Greenland. Shortages of fuel and food, as well as the weakened condition of the crew, made that decision inescapable.

Preparations for the journey were multifaceted and complicated. Those capable of work prepared two 25-foot whaleboats and a 13-foot dinghy by mounting them on iron-shod wooden runners and then loading them with provisions. Meanwhile, Kane took the dog sled and team out to an abandoned Eskimo hut located some 35 miles from the brig. There, he established an advanced depot to store provisions for the actual journey. During April and the first half of May, he made several trips carrying supplies to his makeshift way station. On 15 May 1855, he began transporting the incapacitated members of the crew to the way station. Two days later, the main group began its torturous trek across the ice hummocks with the three boat-sleds. The main party, without the assistance of dogs, managed a snail's pace of only some three and one-half miles a day. While the main group inched its way, Kane continued his more rapid trips—facilitated by the dogs—both back to the brig and to an Eskimo camp located about 75 miles south of the ship. In this manner, he moved the sick to the way station, brought additional supplies from the ship, and returned from the Eskimo camp with fresh game. He last visited the ship on 8 June 1855 and, by the middle of that month, all the sick gradually joined the main party then nearing Littleton Island. The mode of travel again was Kane's dog sled. During the journey south toward Cape Alexander, the party suffered numerous breaks through the ice as the spring thaw arrived. At least one man, Acting Carpenter Ohlsen, died from exposure resulting from such an incident.

By 18 June, the entire party reached open water at the edge of the floe near Cape Alexander. The journey had netted them only 81 miles in 31 days, but the numerous cutbacks and detours, necessitated by the ice hummocks, resulted in an actual trek of over 300 miles. From that point, they took to the boats. During

the next phase of the journey, they alternated between runs across open water under sail and marches across frozen ice hummocks when necessary. By 21 July 1855, the men reached Cape York, the point at which they would begin the transit to Upernavik. There, they erected a rock monument in which they left information regarding their planned movements, a list of provisions on hand, and a brief summary of the expedition's findings. That project completed, Kane and his crew started out across Melville Bay. On 6 August, Kane led his exhausted party into Upernavik. They took passage from Upernavik in the Danish brig *Marianne* to Disko Island where they were met by the relief expedition made up of *Arctic* and *Release* under the command of Lt. Hartstene. The two relief ships brought the survivors into New York on 11 October 1855. Presumably, the pack ice eventually crushed and sank the abandoned *Advance*.

II

(SwStr: t. 880; l. 230'; b. 26'; dr. 12' (aft); dph. 15'; s. 12 k.; a. 1 20-pdr., 4 24-pdrs. how.)

The second *Advance*—a schooner-rigged, sidewheel steamer built at Greenock, Scotland, by Caird & Co. was launched on 3 July 1862 as the Clyde packet *Lord Clyde*—was jointly purchased by the state of North Carolina and the firm of Lord, Power & Co. to serve as a blockade runner during the Civil War. She was renamed *Ad Vance* in honor of the Governor of North Carolina, Zebulon B. Vance. After more than 20 highly successful voyages and 40 close calls with Union ships standing blockade watches, *Ad Vance* was captured by *Santiago de Cuba* on 10 September 1864 when she attempted to put to sea from Wilmington, N.C. Condemned by the New York prize court, *Ad Vance* was purchased by the Navy that same month; renamed *Advance*; and commissioned at the New York Navy Yard on 28 October 1864, Lt. Comdr. John H. Upshur in command.

Advance departed New York on 30 October; arrived off Wilmington, N.C., on 14 November; and joined the North Atlantic Blockading Squadron. In addition to her reversed role—catching blockade runners as opposed to being one—she participated in the two expeditions against Fort Fisher, located on Confederate (Federal) Point at the mouth of the Cape Fear River. The first—abortive—attempt was carried out between 24 and 26 December 1864 after a bizarre attempt to flatten some of the defenses by running what amounted to a fire-ship stocked with some 30 tons of gunpowder aground at a point some 250 to 300 yards north of the fort. Needless to say, that unique shore bombardment proved to be a huge flash in the pan causing little or no damage. When the fleet moved in on the 24th, *Advance* was in the 1st Reserve Division which appears to have constituted a second line of bombarding ships behind the ironclads. She fired only her large rifle and stopped that when she had to go to the assistance of the stricken *Osceola* and tow her to a safe anchorage. The following day, Christmas 1864, she and five or six other warships moved off to draw fire from Half Moon Battery as preparation for the Army's landings. Though an 8-inch gun in the Confederate battery drove off other vessels in the division as well as some Army transports, *Advance* claimed credit for silencing that gun with her heavy rifle. The Army landed late Christmas Day. Firing continued through the day and intermittently that night—fire that degenerated into covering fire to protect the bogged-down Federals instead of a bombardment preparatory to the by-then cancelled assault. *Advance* retired from Cape Fear on the 26th and the remnants of General Butler's Army force embarked on the 27th.

After a visit to Norfolk for supplies between 31 December 1864 and 11 January 1865, *Advance* returned to her blockade station off the Cape Fear River mouth on 13 January—Friday the 13th, to be exact, an ominous day for the Southerners defending Fort Fisher. Before dawn that day, the Federal fleet unleashed a terrific bombardment on the fort. Not long thereafter, around 0800, about 8,000 Union troops began landing on the peninsula north of the fortifications. The following day, the fleet resumed its bombardment while the Army began landing its own supporting artillery. *Advance*, in one of the reserve divisions, helped support the landing of the Army guns and supplies while the bulk of the fleet continued to batter the Fort Fisher defenses. The main attack commenced on 15 January 1865. The Army, aided by sailors and marines from the fleet, stormed the Southern positions. Heavily outnumbered and outgunned, the

Confederates fought with the tenacity and ferocity of desperation—more often than not at close quarters with bayonets and rifle butts. They fought the entire day and into the evening but to no avail. The last fortifications, Battery Buchanan and the Mound, gave up at about 2200 that evening. The Navy had closed the eastern portion of the Confederacy's last avenue of contact with the outside world.

Advance resumed duty on the blockade. With the last deep-draft Confederate port closed, few runners tried to make the run. Those that did were of very shallow draft and of even more limited cargo capacity than that characteristic of their deep-draft predecessors. That fact made blockade running a highly unprofitable venture considering the danger involved. As a consequence, *Advance* participated in no captures. Instead, she served as a dispatch and supply ship for the remainder of her tour of duty with the North Atlantic Blockading Squadron. On 11 February, she put into Norfolk for a month of repairs before embarking passengers and sailing for New York on 13 March. She reached that port the following day and entered the New York Navy Yard. On 16 March 1865, *Advance* was detached from the North Atlantic Blockading Squadron and was placed out of commission at New York. She remained inactive for about three months during which time hostilities ended in most essentials. On 22 April, almost a fortnight after General Robert E. Lee surrendered the Army of Northern Virginia, *Advance* was renamed *Frolic* (q.v.). On 12 June 1865, she was recommissioned under her new name, Lt. Comdr. John H. Upshur again in command.

On 24 June 1865, *Frolic* departed the east coast to join the newly formed European Squadron and arrived at Flushing in the Netherlands on 17 July. Over the next four years, she made ceremonial visits to ports in Europe including many on the Mediterranean littoral. Those events reached a particularly high frequency during 1867 and 1868 when David Glasgow Farragut commanded the squadron. On 22 March 1869, the ship departed Lisbon, Portugal, to return to the United States. She arrived in New York on 30 April and was placed out of commission there on 8 May 1869.

Recommissioned on 24 September 1869, *Frolic* patrolled the fishing grounds off Nova Scotia between April and October 1870. She arrived at Washington, D.C., on 26 October 1870 and was decommissioned there on 11 November for repairs. On 18 January 1872, she was recommissioned at Washington, Lt. Comdr. G. C. Remey in command. On 19 February, *Frolic* departed Washington, D.C., to relieve *Tallapoosa* on patrol off the New England coast. She concluded that assignment in May and returned to Washington on the 24th. Between 12 and 16 June 1872, she made the passage between Washington and New York. At the latter port, she became station ship and, on the 29th, broke the flag of Vice Admiral Stephen C. Rowan. She served alternately as station ship at New York and on patrols at sea until 30 April 1874 at which time she was decommissioned at Philadelphia for repairs. Recommissioned on 18 August 1875, *Frolic* departed Philadelphia for duty on the South Atlantic Station a week later. She cruised the coasts of Argentina, Uruguay and Brazil for a little over two years. She returned to Washington, D.C., on 20 October 1877 and was decommissioned there for the last time on 31 October 1877. *Frolic* remained at Washington, in ordinary, until sold to Mr. J. P. Agnew, of Alexandria, Va., on 1 October 1883.

It has been said that the Navy possessed a torpedo launch named *Advance* circa 1913. However, a careful search of pertinent records has failed to find evidence to substantiate that assertion.

III

(MB: dp. 11; l. 50'2"; b. 11'0"; dr. 5'0" (mean); s. 8 k.; cpl. 4)

The third *Advance*—a motorboat constructed for the Coast Guard in 1917 at North Tonawanda, N.Y., by the Richardson Boat Co.—was taken over by the Navy and commissioned on 6 June 1917. *Advance* was assigned to the 9th Naval District section patrol; and, although few documents recording her service have survived, she probably spent the entire period of America's involvement in World War I cruising the Great Lakes. The Coast Guard assumed custody of *Advance* on 28 August 1919; and, presumably, she continued duty on the Great Lakes. Coast Guard

records reveal that, by 1 January 1923, her permanent duty station and base of operations was Sault Ste. Marie, Mich. On 6 November of that year, *Advance* was renamed *AB-1*. On 27 May 1924, the motorboat suffered a gasoline explosion, burned, and sank at Sault Ste. Marie. Raised and repaired, she returned to active service by 20 August 1924. Four days later, she departed Sault Ste. Marie and proceeded to Chicago, Ill. *AB-1* spent the next 38 months based at Chicago and finally headed back to Sault Ste. Marie on 15 October 1927. She apparently passed the remainder of her Coast Guard career there. Her name disappeared from the Coast Guard register in 1940.

IV

(Tug: t. 167 (gross); l. 107'6"; b. 22'8"; dr. 11'5"; s. 11 k.; cpl. 14)

In June or July 1918, the fourth *Advance* (Id. No. 3057)—a tug built in 1912 at Solomons Island, Md., by M. M. Davis—was acquired by the Navy from A. J. Taylor & Bros., Washington, D.C., and was placed in commission on 27 July 1918. For the duration of World War I, she served as a patrol vessel assigned to the 5th Naval District and was based at Norfolk, Va. Following the end of hostilities, she became a harbor tug at Norfolk and remained so employed for the rest of her Navy career. She was designated YT-28 on 17 July 1920 when the Navy adopted the alphanumeric system of hull designations. *Advance* remained active at Norfolk until 7 June 1933, when she was decommissioned and berthed at the Philadelphia Navy Yard. Her name was struck from the Navy list on 12 December 1933; and she was sold to Mr. Martin J. Carroll, Brooklyn, N.Y., on 14 June 1934.

On 17 May 1941—while still on the building ways—*Advance* (AMc-62) was renamed *Adamant* (AMc-62) (q.v.).

V

(AMc-63: dp. 185; l. 97'1"; b. 22'0"; dr. 9'0"; s. 10.0 k.; cpl. 17; a. 2 .50-cal. mg.; cl. *Accentor*)

The fifth *Advance* (AMc-63) was laid down on 12 April 1941 at Greenport, Long Island, N.Y., by the Greenport Basin & Construction Co. as *Aggressor*; renamed *Advance* on 23 May 1941; launched on 28 June 1941; sponsored by Miss Mary R. Gillespie; and placed in service at the New York Navy Yard on 10 October 1941, Lt. Walter E. Goering, USNR, in charge.

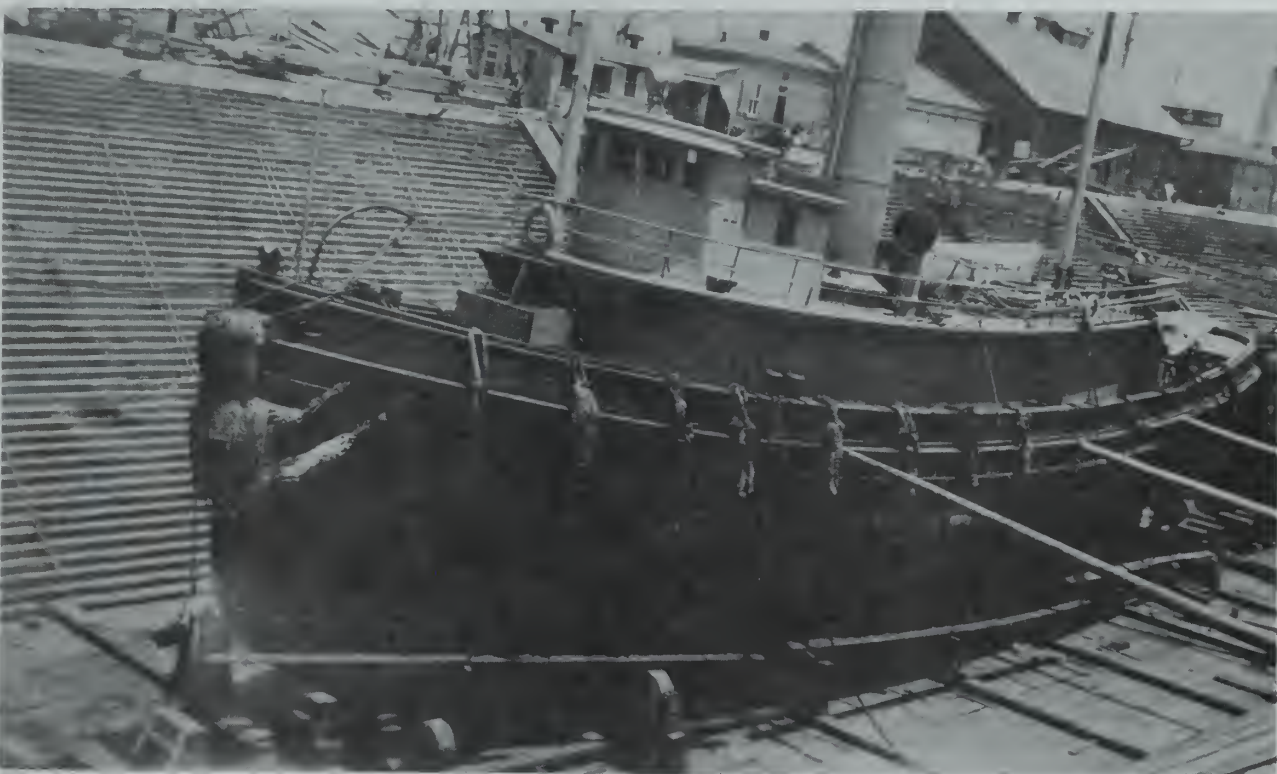
The coastal minesweeper completed her outfitting at Brooklyn and moved south to Norfolk, Va. After mine detection and sweeping training under the auspices of the Naval Mine Warfare School at Yorktown, Va., *Advance* began operations with the forces assigned to the Commandant, 5th Naval District. Based at Little Creek, Va., she served directly under the Commander, Inshore Patrol, 5th Naval District. That duty lasted until late May of 1944 when she was reassigned to the 1st Naval District. She operated along the New England coast until the middle of June 1945. At that time, she returned briefly to Norfolk before continuing on to Charleston, S.C., in July. There, the minesweeper reported to the Commandant, 6th Naval District, for disposition. On 6 December 1945, she was placed out of service and berthed in the Wando River. Her name was struck from the Navy list on 3 January 1946, and she was sold for scrapping on 3 March 1947 to Mr. Lloyd Lambert, of Baltimore, Md.

VI

(MSO-510: dp. 750; l. 173'; b. 36'; dr. 14'; s. 14 k.; cpl. 78; a. 1 40mm., 2 .50-cal. mg.; cl. *Acme*)

The sixth *Advance* (MSO-510) was laid down on 28 June 1955 at Boothbay Harbor, Maine, by Frank L. Sample, Jr., Inc.; launched on 12 July 1956; sponsored by Mrs. Allen H. Sturges; and commissioned on 16 June 1958, Lt. Coleman T. Brown in command.

The minesweeper completed her outfitting in Boothbay Harbor and, after a stop at Boston for additional preparations, headed south for Charleston, S.C., near the end of the second week in July. She arrived at that port on 15 July and conducted four weeks of shakedown training. On 12 August, the ship began the long passage to the west coast and her permanent assignment.



Advance (Id. No. 3057), drydocked at the Norfolk Navy Yard in the 1920s. She appears to be painted in the two-tone color scheme common to such yard craft. (NH 100576)

She made stops at Key West, Fla., and at Havana, Cuba, before transiting the Panama Canal late in August. She entered port at Long Beach, Calif., on 7 September. For the remainder of 1958, the minesweeper engaged in various training missions out of Long Beach. The year 1959 began with her carrying out more of the same type of duty, along with various Pacific Mine Force competitions and inspections. On 1 April 1959, *Advance* entered the Long Beach Naval Shipyard for post-shakedown availability and extensive modernization work to her main propulsion plant.

The minesweeper resumed local operations in the fall of 1959 and continued to be so engaged until late in the summer of 1960. On 31 August of that year, she stood out of Long Beach for her first deployment to the western Pacific. She made stops at Pearl Harbor and at Midway Island before arriving in Yokosuka, Japan, on 28 September. For a little more than four months, *Advance* conducted training operations with other ships of the 7th Fleet as well as with units of the navies of Taiwan and Korea. She also visited various Korean, Japanese, Taiwanese, and Philippine ports. On 11 February 1961, the ship stood out of Subic Bay in the Philippines in company with the other ships of Mine Division (MinDiv) 92 bound for the United States. After stops at Guam, Midway, and Pearl Harbor, she arrived back in Long Beach on 25 March. Early the following month, the vessel entered a civilian shipyard at Long Beach for post-deployment repairs. In May, she resumed operations along the west coast with units of the 1st Fleet.

Advance continued that employment over the next 14 months. She embarked upon her second deployment to the western Pacific on 2 July 1962 and arrived at Subic Bay on 13 August. During the following two months, she made goodwill stops at various islands in the Philippines. In mid-October, the minesweeper moved to Okinawa where she participated in the 7th Fleet's Exercise "Lone Eagle." From there, she steamed to Sasebo, Japan, for a series of repairs which included the replacement of her port outboard main engine. On 5 December, the ship stood out of Sasebo bound for Hong Kong in which port she remained for a week before returning to Subic Bay late in December. On 27 December 1962, she began the long voyage back to Long Beach and reentered her home port on 8 February 1963 after stops at Guam, Midway, and Pearl Harbor. Post-deployment leave and upkeep followed. On 15 March, she resumed local operations out of Long Beach and devoted the remainder of 1963 and the first nine months of 1964 to type training, inspections, regular overhaul, and competitive exercises.

On 28 September 1964, the minesweeper sailed from Long Beach on her third assignment to the 7th Fleet in the western Pacific. En route, she made the usual stop at Pearl Harbor plus one each at Johnston Island, Kwajalein Atoll, Guam, and Okinawa before entering port at Sasebo on 23 November. After a repair period at that Japanese port, the vessel got underway on 7 December for mine exercises in cooperation with the Taiwanese Navy. She carried out that mission in waters near Taiwan between 11 and 17 December and then headed for Hong Kong where her crew celebrated Christmas. Departing Hong Kong on 27 December, she arrived at Subic Bay on the 30th.

Advance spent the first five weeks of 1965 in upkeep at Subic Bay and, on 7 February, headed for her first combat tour—in the recently escalated war in South Vietnam. She cruised the coastal waters of South Vietnam for about two weeks with Task Group (TG) 76.5, returning to Subic Bay on 22 February. She remained in Subic Bay for a fortnight and then headed back to Vietnam on 7 March. The minesweeper conducted special operations off the coast of South Vietnam until 9 April and then shaped a course for Australia. She arrived in Brisbane, Australia, on 30 April and spent about a week engaged in the festivities celebrating the Allied victory in the Battle of the Coral Sea in May 1942. During the second week in May, the warship visited Sydney, Australia; then made a four-day stop at Kembla, Australia; and got underway on 19 May to return home. She made stops at Fiji, American Samoa, Johnston Island, and Pearl Harbor before re-entering Long Beach on 26 June.

Following post-deployment standdown, *Advance* cruised the waters of the American Pacific coast until late in August when she began regular overhaul at a civilian shipyard. Although this work ended on 24 November, the ship remained moored at Long Beach for the rest of the year. Refresher and type training occupied her time until mid-May 1966. On 16 May, she departed Long Beach and headed back to the western Pacific. She made stops along the way at Pearl Harbor, Johnston Island, Kwajalein

Atoll, and Guam. At the latter island, the minesweeper underwent a 10-day repair period. She arrived in the Far East on 5 July. Eleven days later, she embarked upon her first Vietnam patrol of that deployment. Until mid-August, the minesweeper conducted missions in Operation "Market Time," the ongoing patrols to interdict communist waterborne logistics efforts. Her guns spoke in anger for the first time in her career on the second day of the patrol. A group of three junks refused to heave to when so ordered. *Advance* and an accompanying "swift" boat opened fire and promptly destroyed all three. Later in the patrol, the warship encountered a disabled cargo junk and towed it to a friendly village. She concluded the first patrol period of the deployment on 26 August when she entered Sasebo, Japan, for repairs.

She departed Sasebo on 10 September and, after a diversion to Subic Bay, took up her patrol station on the 24th. She cruised Vietnamese waters for 16 days and then departed the area on 8 October for upkeep at Subic Bay. Twenty days later, she headed back to Vietnam for her third "Market Time" patrol of the deployment. During that tour, she participated in one salvage operation and two search and rescue missions. On 19 November, *Advance* left Vietnamese waters once more, this time bound for Kaohsiung, Taiwan, for a tender availability alongside *Isle Royal* (AD-29). She departed Taiwan on 11 December for an eight-day visit to Hong Kong before resuming "Market Time" operations late that month. The minesweeper concluded another quiet patrol on 1 February 1967 and set a course for Subic Bay. She completed repairs there on 10 February and set out for home. The warship underwent repairs at Guam between 18 February and 5 March and then resumed her voyage back to the United States. She made stops at Kwajalein, Johnston Island, and Pearl Harbor before arriving back in Long Beach on 5 April 1967.

After post-deployment leave and upkeep, *Advance* embarked upon normal west coast operations. These included amphibious exercises, an operational readiness inspection, and type training. In mid-June, she was also called upon to spend two days shadowing a Soviet intelligence-gathering ship disguised as a trawler. Normal operations continued through the summer and into the fall. On 15 November, the ship entered a civilian shipyard in Long Beach for her regular overhaul which lasted through the end of 1967 and the first four months of 1968. On 6 May, she put to sea for post-overhaul shakedown and refresher training. Such employment continued until early in September.

On 9 September 1968, *Advance* stood out of Long Beach bound for the western Pacific once more. After the usual stops at Pearl Harbor, Johnston Island, Kwajalein, and Guam, as well as one at Yap Island, she arrived in Subic Bay in late November. On 25 November, she once again took up duties in Vietnamese waters, this time serving as barrier ship for the familiar "Market Time" patrol. *Advance* continued to alternate periods on "Market Time" patrol with repair and leave periods in various ports through the first week in March 1969. Later that month, she headed for home.

After about a year of normal operations along the west coast, *Advance* was deployed to the western Pacific in the spring of 1970 for the fifth and final time of her career. She conducted operations along the Vietnamese coast for two extended periods during the summer of 1970 before returning to the west coast that fall. In December 1970, *Advance* was placed out of commission and was berthed with the Mare Island Group, Pacific Reserve Fleet. Her name was apparently struck from the Navy list between 1 October and 31 December 1976. She was transferred by sale to Mr. Osceo Edwards of Capistrano Beach, Calif., on 6 January 1977.

Advance (MSO-510) earned five battle stars during the Vietnam conflict.

Advantage

(ATR-41: dp. 1,360; l. 165'5"; b. 33'4"; dr. 15'10" (f.); s. 12 k.; cpl. 52; a. 1 3", 2 20mm.; cl. ATR-1)

ATR-41—a rescue tug built in 1942 and 1943 at Orange, Tex., by the Livingston Shipbuilding Co.—was transferred to the United Kingdom under terms of the lend-lease program sometime in April 1943. Records differ as to the exact date, varying between the 19th and the 23d. Named *Advantage* and assigned the pendant number W. 133, she served the Royal Navy through

the end of World War II. Returned to the United States Navy sometime in late 1945 or early 1946, the rescue tug was struck from the Navy list on 12 April 1946. By 31 July 1948, she had been sold in the Philippines to Bosey, Board of Supplies, Executive Yuan (the Chinese Government's agency in charge of disposal of surplus war material given by the United States Government to China.)

Advent

(AM-83: dp. 295; l. 173'8"; b. 23'; dr. 6'6"; s. 16 k.; cpl. 65; a. 1 3", 1 40mm.; cl. *Adroit*)

Advent (AM-83) was laid down on 18 August 1941 at Portland, Oreg., by the Commercial Iron Works; launched on 12 March 1942; and commissioned on 19 August 1942, Lt. K. A. Tuttle in command.

Advent served on escort and patrol duty in the South and West Pacific throughout World War II. From 2 May until 8 October 1943, she operated out of Noumea, New Caledonia, on convoy screening duty. Her ports of call included Espiritu Santo; Sydney, Australia; Tongatabu; Efate, New Hebrides; and Guadalcanal.

The ship changed her base of operations to Guadalcanal in mid-October 1943. She made numerous runs to Espiritu Santo; the Treasury Islands; Noumea; Efate; Bougainville, Solomon Islands; Sydney; and Ulithi. On 1 June 1944, the name *Advent* was dropped, and the ship was designated *PC-1587*.

Between late August and mid-October 1944, *PC-1587* was based at Espiritu Santo. The highlight of her service during this period was her rescue on 11 October of the crew of a downed PBV aircraft. During November, the patrol craft operated from Guadalcanal; and, on 4 December, she shifted to Ulithi. By April 1945, *PC-1587* had completed five convoy runs to Kossol Roads, Palau Islands, and one to Guam.

In April, *PC-1587* assumed patrol duty at Saipan. The ship also escorted convoys to Iwo Jima, the Bonin Islands, Guam, and Tinian. On 17 October, she set a course for the California coast, sailing via Eniwetok and Pearl Harbor. She dropped anchor in San Francisco Bay on 13 November 1945.

Preparations for her deactivation were begun soon after reaching the west coast, and *PC-1587* was decommissioned on 22 January 1946. Her name was struck from the Navy list on 25 February 1946, and she was transferred to the Maritime Commission on 18 March 1948 for disposal.

Advocate

(Slp)

On 1 December 1861 in Mississippi Sound, Union screw steamer *New London* captured *Advocate*, a small fishing sloop flying Confederate colors. After the New York prize court condemned the vessel, the Navy purchased her, apparently to be sunk at Ship Island, Miss., to help form a temporary wharf at that Union Navy base. Records on the ship and her career are sparse—some indicating that, although she was paid for by the Federal Government, she was never actually delivered to the Navy—but it seems that *Advocate* was sunk as an obstruction in Petit Bois Channel, Ala. No details of this operation have been unearthed.

(AM-138: dp. 650; l. 184'6"; b. 33'0"; dr. 9'9"; s. 14.8 k.; cpl. 104; a. 1 3", 4 40mm.; cl. *Admirable*)

Advocate (AM-138) was laid down on 8 April 1942 at Tampa, Fla., by the Tampa Shipbuilding Co.; launched on 1 November 1942; sponsored by Mrs. A. K. Brown; and completed on 25 June 1943. She was transferred to the Soviet Navy that same day as *T-111*. The Soviets have retained her since that time. *Advocate* was carried on the American Navy list—as MSF-138 after 7 February 1955—until struck from that list on 1 January 1983.

Aegir

In Norse mythology, the god who presides over the stormy seas.

(AS-23: dp. 16,500; l. 492'; b. 69'6"; dr. 27'; s. 18.4 k.; cpl. 1,460; a. 1 5", 4 3", 4 40mm., 20 20mm.; cl. *Aegir*; T. C3-S-A2)

Aegir (AS-23) was laid down on 31 March 1943 under a Maritime Commission contract (MC hull 856) by Ingalls Shipbuilding Co., Pascagoula, Miss.; launched on 15 September 1943; sponsored by Mrs. James A. Sweeney; acquired by the Navy and placed in temporary commission on 20 November 1943 for passage to her conversion yard; turned over to the Todd Shipyards Corp., Brooklyn, N.Y., for conversion to a submarine tender on 3 December 1943 and simultaneously decommissioned; and placed in full commission at Brooklyn on 8 September 1944, Comdr. A. L. Prosser in command.

In early October, *Aegir* reported to New London, Conn., for shakedown. On 23 October, the tender got underway for Pearl Harbor via the Panama Canal and San Diego, Calif. She reached Hawaii on 18 November and was assigned to Submarine Squadron (SubRon) 24. *Aegir* traveled to Midway later that month. She remained stationed at that island until 1 September 1945. During this period, *Aegir* furnished refitting and tender services to the submarines of SubRon 24.

Aegir returned to the west coast of the United States on 11 September and was moored at the Mare Island Naval Shipyard. There, she furnished services to submarines awaiting decommissioning. *Aegir* was placed out of commission, in reserve, at Mare Island on 18 October 1946 and remained inactive until her name was struck from the Navy list on 1 June 1971. The ship was sold on 16 May 1972 to the National Metal & Steel Co., Terminal Island, Calif., and scrapped.

Aeolus

In Greek mythology—the god of winds.

I

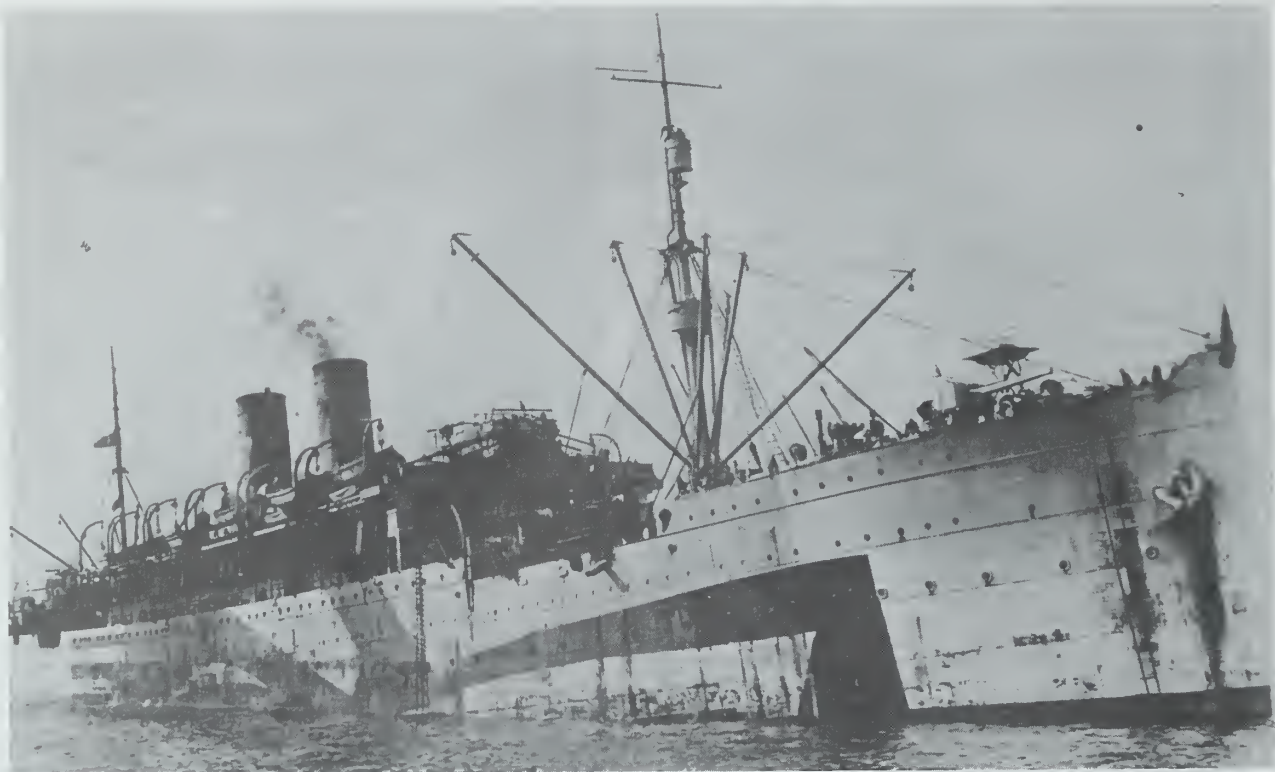
(ScStr: dp. 20,000; l. 580'10 3/8"; b. 62'3"; dr. 30'0" (mean); s. 15.5 k.; cpl. 513; a. 4 5", 2 1-pdrs., 2 Colt mg., 1 Lewis mg., 9 "depth mines")

Grosser Kurfürst—a steel-hulled, twin-screw, passenger-and-cargo steamship launched on 2 December 1899 at Danzig, Germany, by the shipbuilding firm of F. Schichau for the *Norddeutscher Lloyd* Line—made her maiden voyage to Asiatic and Australian ports before commencing regularly scheduled voyages from the spring of 1900 between Bremen, Germany, and New York City which continued until the summer of 1914.

When World War I broke out in Europe, *Grosser Kurfürst*—a liner that boasted "enormous carrying capacity" and "excellent passenger accommodation" for all classes from first to steerage—was forced to seek shelter in American waters. The United States Government interned these ships wherever they had put into port, and upon the entrance of the United States into the hostilities on the side of the Allied and Associated Powers—on 6 April 1917—took them over for "safe keeping." Customs agents boarded *Grosser Kurfürst* in the port of New York, along with 30 other German and Austro-Hungarian vessels, and sent their crews to an internment camp on Ellis Island. However, before these sailors left their ships, they carried out a program of systematic destruction calculated to take the longest possible time to repair.

The Navy inspected *Grosser Kurfürst* and designated her the Id. No. 3005 and earmarked her for service with the Cruiser and Transport Force to carry troops to France. She was commissioned as *Grosser Kurfürst* on 4 August 1917, at the New York Navy Yard, Comdr. Clarence S. Kempff in command. While the ship was undergoing the repairs and alterations necessitated by the German sabotage and in light of her expected role carrying troops across the Atlantic, General Order No. 320 of 1 September 1917 changed her name to *Aeolus*.

On 26 November 1917, the erstwhile luxury steamship, now wearing warpaint, departed the Port of Embarkation at Hoboken, N.J., bound for Europe on the first of eight round-trip voyages during World War I, carrying troops to the Old World. She reached St. Nazaire, France, on 10 December and spent Christmas in that French port before she headed home on the 28th, bringing the voyage to a close when mooring at Newport News, Va., nine days into the year 1918. Shifting thence to Hoboken, *Aeolus* again sailed to France and returned from Brest again to Hoboken.



Aeolus (Id. No. 3005), circa 1918, in very weathered and battered pattern camouflage. Note one of her main battery guns forward, with its associated rangefinder position located nearby. (NH 90626)

Two events highlighted the ship's wartime convoy experiences. The first occurred during the beginning of what was to be the ship's third voyage to France. *Aeolus*, in convoy, departed Hoboken on 23 April 1918. Two days out, a steering gear casualty in the transport *Siboney* (Id. No. 2999) forced that ship to leave her assigned place in the formation. *Aeolus*, to avoid collision with *Siboney*, altered course radically, and in so doing struck the transport *Huron* (Id. No. 1408) at about 2100 hours, 25 April. Fortunately, no lives were lost; but both transports were damaged which necessitated their turning back. *Aeolus* reached Hoboken on 28 April.

The second event occurred on 1 August 1918, while the ship was returning to the United States from Brest. At 0605, lookouts spotted what looked to be the wake of a submarine periscope, some 6,000 yards distant. Changing course, *Aeolus* stood to general quarters and within a minute of the sighting, her number one and three guns commenced firing. For the next few minutes, her gunners fired at the diminishing target until it pulled out of range at 0615.

While the signing of the armistice of 11 November 1918 signalled the end of hostilities—an occasion that found the ship en route from St. Nazaire to Newport News, Va.—it only meant the beginning of the task of returning American troops from “over there.” During the war, *Aeolus* had transported 24,770 men to the European battlefield in her eight voyages. In the postwar months, *Aeolus* conducted a further seven turn-around voyages, bringing back some 22,080 healthy veterans, and some 5,018 wounded and sick. Commencing her last voyage from Brest on 26 August 1919, *Aeolus* reached New York City on 5 September and was immediately detached from the Cruiser and Transport Force.

Decommissioned at Newport News on 22 September 1919 and turned over to the United States Shipping Board, *Aeolus* was presumably struck simultaneously from the Navy list.

Early in 1920, the Shipping Board let what one contemporary marine engineering journal called “one of the most extensive ship repair contracts ever awarded” in the history of the United States, to the Baltimore Dry Dock and Ship Building Co., of

Baltimore, Md., to renovate the ship. Over the next few months, *Aeolus* underwent massive alterations at a cost of nearly \$3,000,000.

Remodelled quarters, an extensive refrigeration system to preserve cargoes of frozen meats as well as the food to be consumed during the voyage, and the conversion of the ship from coal to oil fuel, all helped to make *Aeolus* one of the best-equipped liners afloat. Resplendent in her new livery—a battle gray hull with a white superstructure—*Aeolus* departed Baltimore on 20 November 1920 and proceeded to New York City where, shortly thereafter, she was turned over to her operators, the Munson Steamship Company.

Aeolus sailed under the Munson Line's house flag, carrying passengers and freight to and from South American ports until the summer of 1922. In August of that year, she came under the flag of the Los Angeles Steamship Co. and was renamed *City of Los Angeles*. After being thoroughly reconditioned for her new operators, the liner sailed on 11 September 1922 for her maiden voyage under her new name, bound for Honolulu, Hawaii, in a new dazzling white paint scheme. In early 1931, the handsome liner figured in an experimental shore-to-ship air mail flight. A Ford trimotor—flying from the Grand Central Air Terminal at Glendale, Calif.—followed *City of Los Angeles* out to sea and, off the California coast, dropped a bag containing 12,527 envelopes onto the passenger liner's deck. The March 1931 issue of the *Merchant Marine Bulletin* speculated that this was probably the largest single consignment of air mail ever to pass through the Honolulu Post Office.

City of Los Angeles plied the Pacific between Los Angeles and Honolulu until she was sold to Japanese interests in February 1937 and cut up for scrap.

The 42-foot motorboat *Aeolus*—built in 1915 at Detroit, Mich., by Joe Polliot—was inspected by the Navy and, although assigned the classification SP-186, was apparently never taken over for service.

The name *Aeolus* and new hull number ARL-42 were approved on 28 May 1945 for assignment to *LST-310* (*q.v.*), one of six tank landing ships earmarked for conversion to landing craft repair ships. However, due to the end of the war and to the Navy's ensuing reappraisal of its shipbuilding and conversion priorities, the conversion of *LST-310* was cancelled on 12 September 1945.

II

(AKA-47: dp. 4,087; l. 426'; b. 58'; dr. 16' (lim.); s. 16.9 k.; cpl. 303; a. 1 5", 8 40mm., 10 20mm.; cl. *Artemis*; T. S4-SE2-BE1)

Turandot (AKA-47) was laid down under Maritime Commission contract (MC hull 1908) on 29 March 1945 by the Walsh-Kaiser Co., Inc., Providence, R.I.; launched on 20 May 1945; sponsored by Mrs. Charles H. MacLeod; and commissioned on 18 June 1945, Lt. Comdr. Francklyn W. C. Swicker, USNR, in command.

Following fitting out and conversion at the Boston Navy Yard, *Turandot* made her shakedown cruise in the Chesapeake Bay in July 1945. After undergoing availability at Norfolk, the new attack cargo ship took on passengers and cargo; then departed Hampton Roads on 24 July, bound for the Canal Zone. She transited the Panama Canal on 30 July and, early the next day, rendezvoused with *Barbero* (SS-317) for exercises en route to the Hawaiian Islands. On 10 August, she parted company with the submarine and made her way independently to Oahu, arriving at Pearl Harbor on 14 August 1945.

After discharging her cargo, she embarked 172 Army troops and departed the Hawaiian Islands on 7 September, setting her course for the New Hebrides. She arrived at Espiritu Santo on the 17th, discharged her passengers, loaded cargo, and embarked elements of the 85th Construction Battalion.

On 22 September, she got underway for the Marshalls. After fueling at Eniwetok, she continued on and arrived at Wake Island on 6 October. The following day, she discharged her cargo and passengers and returned to Eniwetok to begin "Magic-Carpet" duties, carrying troops back to the United States. She embarked more than 600 veterans, then got underway on 13 October and steamed via a great circle route to California. On Friday, 26 October, she entered San Pedro Harbor and disembarked her happy passengers. After voyage repairs at Terminal Island, she again got underway on 3 November, steaming for the Marianas. On the 19th, *Turandot* arrived at Saipan where she took on board more than a thousand returning troops. The attack transport departed Saipan on the 27th and completed the crossing at San Pedro on 12 December.

Repairs occupied most of the remainder of the month. *Turandot* opened the new year with a voyage to San Diego; then, on the 24th, continued southward to the Panama Canal and into the Atlantic. On 5 February, she arrived at Hampton Roads where she was decommissioned on 21 March 1946. *Turandot* was transferred to the Maritime Commission for disposal on 25 June 1946, and her name was struck from the Navy list on 17 April 1947.

On 4 November 1954, *Turandot* was reacquired by the Navy for conversion to a cable repair ship. Modified for her new mission at Baltimore, Md., by the Bethlehem Steel Co., she was



Aeolus (ARC-3) in the late 1960s. Note specially designed bow, and helicopter landing pad at the stern. (NH 82306)

renamed *Aeolus* and redesignated ARC-3 on 17 March 1955. *Aeolus* was placed in commission at Baltimore on 14 May 1955, Comdr. Merrill M. Sanford in command.

The ship spent almost a year operating along the Atlantic coast and in the West Indies, first completing her shakedown cruise and, later, engaging in cable and survey duty. On 27 February 1956, she stood out of Norfolk on her way to an extended tour of duty in the Pacific Ocean. *Aeolus* transited the Panama Canal on 3 March and commenced three years of operations based at San Francisco, Calif. She concluded that assignment on 2 March 1959 when she got underway from San Francisco to return to the Atlantic. Steaming by way of the Panama Canal and Norfolk, *Aeolus* arrived in Portsmouth, N.H., her new home port, late in March 1959.

Over the next three years, the cable repair ship operated from Portsmouth performing work along the east coast and in the West Indies. In June 1962, she voyaged to the Pacific once more for what was to have been a three-month temporary assignment out of San Francisco. Unforeseen events, however, extended her stay until December. In September when she first set out on the voyage home, *Aeolus* suffered damage in a collision with a merchant oil tanker. By late October, she completed repairs to that damage and headed for the Panama Canal again only to be recalled to perform some emergency cable work. Finally, after a six-hour stop at San Francisco for provisions, the ship embarked upon the voyage back to Portsmouth on 11 December. After celebrating Christmas 1962 at sea in the Atlantic, she moored to pierside at the Portsmouth (N.H.) Naval Shipyard on 28 December.

Following six weeks of leave and upkeep, *Aeolus* moved to the Boston Naval Shipyard in mid-February for regular overhaul. Completing repairs and post-overhaul shakedown training by the end of the first week in June, she resumed operations from Portsmouth that occupied her time until the summer of 1965. At that time, she returned to the Pacific Ocean for a temporary assignment in the Aleutian Islands of several months duration. The cable repair ship arrived back in Portsmouth, N.H., in November of 1965 and resumed operations in the Atlantic Ocean. That employment lasted almost a year and included port visits to Rota, Spain, and Lisbon, Portugal, in August of 1966. Between October and December of 1966, *Aeolus* carried out another temporary assignment in the Pacific while 1967 brought duty limited to the northern Atlantic. In May of 1968, the ship passed through the Panama Canal again for special operations in the Pacific Ocean. That duty took up the remainder of 1968. *Aeolus* arrived back in Portsmouth, N.H., on 12 January 1969.

The cable repair ship's commissioned service continued for almost five more years and included another visit to European waters during the summer of 1973. She returned to Portsmouth, N.H., from that voyage on 21 September 1973 and began preparations for her transfer to the Military Sealift Command (MSC). On 1 October 1973, *Aeolus* was decommissioned and turned over to MSC to be operated by a civil service crew. She continued to serve actively as USNS *Aeolus* until May of 1985 at which time she was laid up with the Maritime Administration's National Defense Reserve Fleet at its James River (Va.) facility. As of the middle of 1987, she was still there.

Aetna

An alternative spelling of Etna, a volcano in eastern Sicily.

The names of the three brigs *Aetna* appear more frequently as *Etna* (q.v.).

The first *Nausett* (q.v.)—a Casco-class light-draft monitor commissioned on 10 August 1865—was renamed *Aetna* on 15 June 1869, but resumed the name *Nausett* on 10 August 1869.

Affleck

Edmund Affleck—born in or near the year, 1732—entered the Royal Navy in 1745 and rose to the rank of post captain in 1757. During the American Revolution, he served on the American station for a time before participating in the campaign to relieve the siege of Gibraltar and distinguishing himself in the "Moonlight Battle" fought near Cape St. Vincent on 16 January 1780.

In 1781, he returned to the American theater where he won distinction again in the defense of Saint Christopher's in January 1782 and in the Battle of the Saints fought near Dominica and Guadeloupe on 12 April 1782. After returning to England in 1784, Affleck attained the rank of rear admiral of the blue, but his death on 19 November 1788 robbed him of the opportunity to wear his flag in a command at sea.

(BDE-71: dp. 1,300; l. 306'; b. 36'9"; dr. 10'9"; s. 24 k.; cpl. 200; a. 3 3", 2 40mm., 8 20mm., 1 dep. (hh.), 2 dct., 4 dep.; cl. *Buckley*)

Oswald (DE-71) was laid down on 5 April 1943 at Hingham, Mass., by the Bethlehem Steel Co.; but was assigned to the United Kingdom under lend lease on 10 June 1943 for transfer to the Royal Navy. The name *Oswald* was reassigned to DE-637 less than two weeks later, on 23 June 1943. DE-71 was launched on 30 June 1943. Completion of the ship and her acceptance by the United States Navy came simultaneously on 29 September 1943. She was also delivered to the Royal Navy that same day and commissioned as HMS *Affleck* (K.462).

During her World War II service, *Affleck* garnered "battle honors" in the North Atlantic, off Normandy, and in the English Channel. She figured in the destruction of four U-boats; *U-91* on 25 February 1944, in company with *Gore* (K.481) and *Gould* (K.476); *U-358* on 1 March 1944, in company with *Gould*, *Gore*, and *Garlies* (K.271); *U-392* on 16 March 1944, in company with the long-range escort vessel *Vanoc* (H.33) and planes from VP-63; and *U-191* on 25 June 1944 with *Balfour* (K.464).

At 1240 on the day after Christmas of 1944, while on patrol in the English channel some 10 miles north of Cherbourg, *Affleck* took a hit from a German acoustic torpedo—fired from *U-486*—which struck near the port rudder. Although consequent correspondence indicates that the ship was "not in such a condition to warrant scrapping" and that "consideration [should] be given to towing this vessel to Belfast for repairs utilizing the stern section" of sister ship *Whitaker* (K.580), *Affleck* remained inactive through the spring of 1945, earmarked for conversion to a fast transport (APD). Further correspondence on the matter that spring and early summer reflect that the Admiralty did not desire to return the damaged *Affleck* to operational status. The American Navy complied with the Admiralty's request, in August 1945, to take custody of the ship in British waters; and she was stricken from the Navy list on 17 September 1945. She was sold to the Lisbon-based Transcontinental Victory Commercial Corporation, Ltd., on 24 January 1947, and scrapped.

Affray

I

(AMc-112: dp. 205; l. 89'6"; b. 24'4"; dr. 10'9"; s. 10.0 k.; cpl. 17; a. 2 .50-cal. mg.; cl. *Acme*)

The first *Affray* (AMc-112)—a wooden-hulled, coastal mine-sweeper built in 1941 at Tacoma, Wash., by the Tacoma Boat Building Co.—was acquired by the Navy late in 1941 and was placed in service on 2 December 1941, Lt. R. I. Thieme, USNR, in command.

Though she may have performed some duty at Seattle initially, *Affray* spent the bulk of her active career at Kodiak, Alaska. Her war diary does not begin until 1 July 1942, and, by that time, the warship was already at Kodiak conducting sweeps for mines and making other patrols on a daily basis. She remained so occupied throughout World War II. *Affray* returned to Seattle in mid-October of 1945 and began preparations for inactivation. She was placed out of service on 10 December 1945, and her name was struck from the Navy list on 3 January 1946. On 23 March 1946, she was sold back to her former owners.

II

(MSO-511: dp. 750; l. 173'; b. 36'; dr. 14'; s. 14 k.; cpl. 78; a. 1 40mm., 2 .50-cal. mg.; cl. *Acme*)

The second *Affray* (MSO-511) was laid down on 24 August 1955 at Boothbay Harbor, Maine, by Frank L. Sample, Jr., Inc.; launched on 18 December 1956; sponsored by Mrs. John A. Glick;

and commissioned on 8 December 1958, Lt. Comdr. Charles I. Williams in command.

After fitting out, *Affray* devoted the first six months of 1959 to shakedown and type training. At the end of June, she entered the Charleston Naval Shipyard for post-shakedown overhaul. Complicated by the addition of modernization alterations, the repair period lasted into 1960. After completing final acceptance trials, the minesweeper joined the Atlantic Fleet Mine Force and, for almost a decade, alternated between deployments to the Mediterranean with the 6th Fleet, extended tours of duty in the West Indies, and a variety of assignments out of her home port. Her duties during cruises to the Mediterranean and the West Indies consisted mainly of exercises and goodwill visits to various ports. Her operations out of Charleston took a number of forms. In October 1962, *Affray* provided support for a Project Mercury space shot. Later in 1966, she participated in a succession of tests for such organizations as the Bureau of Ships, the Mine Warfare School, the David Taylor Model Basin, and the Naval Ordnance Laboratory Test Facility.

At the end of October 1969, the minesweeper concluded her final deployment to the Mediterranean Sea. Assignments in the West Indies, however, remained an important feature on her agenda as did support services for the Mine Warfare School and for Navy research and development activities. In 1973, *Affray's* assignment was changed significantly. On 1 July, she received orders reassigning her to naval reserve training duty. On 1 October, the warship reported for duty at her new home port—Portland, Maine. Since that time, the minesweeper has served as a drill platform for naval reservists. In addition, she has continued to participate in major exercises emphasizing minesweeping and amphibious warfare. On 1 October 1981, after being based eight years at Portland, *Affray* was reassigned to Newport, R.I. As of the end of 1986, she was training naval reservists from her base at Newport.

Agamemnon

Son of Atreus and brother of Menelaus, Agamemnon was the leader of the Greek forces arrayed against Troy in the Trojan War, described in Homer's epic poem, *The Iliad*. Some scholars believe that he was "a historical figure," a ruler of the Mycenaean or Achaean states of the Greek mainland.

(Id. No. 3004: dp. 25,530; l. 706'3"; b. 72'3"; dph. 40'2¼"; dr. 29'10"; s. 23.5 k.; cpl. 962; trp. 3,516; a. 4 6", 2 1-pdrs., 2 Colt mg., 1 Lewis .30-cal. mg., 10 dc.)

Kaiser Wilhelm II—a steel-hulled, twin-screw express passenger steamship—was built for the North German Lloyd Line by Vulkan Aktiengesellschaft at Stettin.

Kaiser Wilhelm II made her first Atlantic crossing in 1903 and, for a decade, operated with speed and efficiency between

Bremen and New York. She was at sea, en route to the United States, when World War I began on 3 August 1914. She reached New York on the 6th, arriving off the Ambrose Lightship with only her running lights showing and dispensing with the usual whistle signals. To evade capture by three British cruisers, she had kept within the three-mile limit during the last hours of the passage.

On 6 April 1917, the day the United States entered World War I, the collector of the Port of New York seized *Kaiser Wilhelm II*—along with 26 other German vessels—in New York harbor, to prevent the ships' destruction at the hands of their crews. However, unbeknownst to the Americans, *Kaiser Wilhelm II's* crew had "commenced tampering with the machinery" as early as 31 January 1917. Her engineering plant had been extensively sabotaged; and two and one-half years of enforced idleness had not helped the condition of the engines.

Preliminary repairs were made at Hoboken, and on 22 May the ship was towed to the New York Navy Yard for conversion to a troopship. During overhaul and fitting out, she served as a temporary receiving ship, sometimes feeding as many as 5,000 men in one day.

The Navy formally took over the ship on 21 August 1917 and that day placed her in commission as USS *Kaiser Wilhelm II*, Capt. Casey B. Morgan in command. On 1 September 1917 Secretary of the Navy Josephus Daniels ordered her name changed to *Agamemnon*.

After trials, *Agamemnon* embarked troops at Hoboken for her first voyage with the Navy's Cruiser and Transport Force. She got underway on 31 October 1917 with a convoy of transports and escorting warships, and headed for France. During the following days her crew drilled in torpedo defense, firefighting, and abandon-ship procedures. Lookouts and gun crews were exercised.

On the evening of 9 November, transport *Von Steuben* made a course change which put her on a collision course with *Agamemnon*. *Von Steuben* put her helm over, but responded slowly; her bow sliced a small opening in *Agamemnon's* side at her forward well deck. As *Von Steuben* sheered away, the two ships came together beam-to-beam, demolishing some of *Agamemnon's* boats. One of *Agamemnon's* embarked soldiers fell from her deck during the collision, but landed on *Von Steuben's* forecastle and escaped injury. The troop convoy arrived at Brest on 12 November and disembarked the first American troops to land at that port. Congestion delayed disembarkation, and *Agamemnon's* unloading was not completed for some days.

Coal was in short supply at French ports, and *Agamemnon* coaled at Southampton before sailing for the United States, arriving at Hoboken on 17 December. Her collision damage was repaired, and she departed for France with a troop convoy in mid-January 1918.

Five days out, the convoy ran into heavy seas; *Agamemnon* was pitching badly when a report came to the bridge that a man had fallen overboard. Stopping at once and turning on running



Agamemnon (Id. No. 3004), bringing the 102d Division home from Europe, circa 1918–1919. (NH 57482)

lights, *Agamemnon* then began to circle back in hopes of picking up her missing man. As she turned her rudder full left, a heavy wave hit the rudder, jamming it; *Agamemnon* fell into the trough of the sea and took a 43-degree roll. Some material came adrift on board, but the ship suffered no serious damage. After steering with her engines until the reserve steering engine was connected, *Agamemnon* resumed her voyage. The next morning, a muster of all hands turned up no absentees, indicating that the report had been a false one. *Agamemnon* touched briefly at St. Nazaire before arriving at Brest on 24 January; she returned to Hoboken on 11 February 1918.

The next two voyages, carrying troops from Hoboken to Brest, were without incident. After a brief drydocking at Norfolk, *Agamemnon* again sailed from Hoboken on 6 May 1918 carrying 4,967 men, the largest number she would carry on one passage. Summer weather and smooth seas permitted doubling the number of men embarked in each compartment. Half slept in the compartments at night and remained on deck during the day; the other half occupied compartments by day and slept on deck. The men enjoyed excellent health, probably due to the fact that they were in the open air for at least 12 hours each day. Thorough compartment cleaning twice a day helped maintain sanitary conditions.

Bathing facilities, as could be expected, were taxed. "In order to relieve congestion," *Agamemnon's* medical officer reported, "a space on the boat deck was selected and by means of a hose a large number of troops were bathed . . . , combining recreation and sport at the same time."

As she returned to the United States, *Agamemnon's* radio picked up a warning of German submarine activity off the American seaboard. The submarine *U-151* had sunk five American ships; discovery of their loss provided the Navy with the "first definite news of the actual presence of a submarine in home waters." *Agamemnon* set the war-zone gun watch, darkened ship, and bent on more speed to reach Hoboken safely on 3 June.

Agamemnon's sixth voyage was broken only by firings at "suspicious objects" spotted floating in the water; as she approached Brest on her next crossing, screening destroyers depth-charged what was thought to be a submarine contact. Returning from France, the transport carried sick and wounded soldiers back to the United States. After voyage repairs at the New York Navy Yard, she returned to Brest, again going to general quarters when other ships in her convoy fired at another "suspicious object."

The return voyage took a more serious turn. *Agamemnon* sailed from Brest on 5 September with the transport *Mount Vernon* and six destroyers. At 0685 the next morning, her lookouts sighted a periscope one-hundred yards off the port bow. Sounding her siren, the big transport turned up flank speed as one of her light guns fired a shot at the periscope to warn the other ships. Within a minute of the initial sighting, a torpedo from *U-82* struck *Mount Vernon*, killing and wounding 48 men. *Agamemnon* resumed her course while the damaged *Mount Vernon* turned back to Brest for repairs. Three hours later one of the escorting destroyers sounded the submarine alarm signal; the transport sped up as one of her 6-inch guns fired at what turned out to be a piece of floating debris. On her return to Hoboken, *Agamemnon* was visited by Secretary of the Navy Josephus Daniels and Rear Admiral Albert Gleaves, commander of the Cruiser and Transport Force.

On 20 September 1918 *Agamemnon* again got underway for France, this time in company with transport *America*. Near noon on 24 September, *America* fired a warning shot at a purported submarine. *Agamemnon* sounded general quarters and closed all watertight doors. One of her 6-inch guns fired twice, at the wake astern of *America*, but without result. Five destroyers joined the two big troopships a day out of Brest and the ships arrived at their destination on 29 September.

The outbreak of influenza on board during this voyage taxed the ship's four medical officers and 25 corpsmen, who "worked indefatigably in looking after the sanitation, the isolation and care of the sick." All pneumonia cases were quickly moved on deck, in cots, and *Agamemnon* reached Brest on 29 September without loss of life. Congestion in the hospitals at Brest would not permit the patients to be removed from the ship. While *Agamemnon* was in port, six soldiers and two of her sailors died.

Clearing Brest on 2 October, *Agamemnon* reached Hoboken on the 10th. The influenza epidemic had reached deadly propor-

tions, and the number of troops she embarked for her next crossing was comparatively small.

She returned to Hoboken on 5 November; the signing of the armistice, six days later, found her undergoing voyage repairs. *Agamemnon* cleared Hoboken on 17 December 1918 for her first peacetime crossing. During the next eight months the big troopship made nine such voyages to Brest, taking replacements to France and carrying soldiers of the American Expeditionary Force back to the United States. During two of these crossings Commander Raymond A. Spruance, the future commander of the Fifth Fleet in the Pacific during World War II, served as *Agamemnon's* executive officer.

Agamemnon's crew had nicknamed her "Rolling Billy," and she lived up to her nickname while returning from Brest on 30 January 1919. A North Atlantic gale caused her to roll heavily; seas swept her decks and smashed ports. Thirty-three soldiers were injured by splinters of flying glass. The transport ended her last Navy voyage at Hoboken on 18 August 1919. During her period of service, she had carried 37,979 soldiers and sailors to Europe and brought 41,944 back.

On 27 August 1919 *Agamemnon* was decommissioned as Hoboken and turned over to the War Department. Her name was struck from the Navy list the same day. *Agamemnon* served as an Army transport until the mid-1920s, when she was inactivated and placed in reserve at Solomons Island, Maryland. Though she was renamed *Monticello* in 1927, she saw no further service but remained at her moorings with transports *Mount Vernon*, *George Washington*, and *America* in the custody of a caretaker crew. All four ships were sold for scrapping in 1940; the former *Agamemnon* was towed to the breakers in September of that year.

Agamenticus

A mountain in York County, Maine, whose name is an Indian term meaning "the other side of the river." Its highest peak is 673 feet high and is used as a landmark by sailors.

(Mon: dp. 3,395; l. 250'; b. 53'8"; dph. 15'; s. 8.5 k.; cpl. 150; a. 4 15" D. sb.; cl. *Miantonomah*)

Agamenticus—a twin-screw, double-turreted ironclad monitor—was laid down sometime in 1862 at the Portsmouth (N.H.) Navy Yard and launched on 19 March 1863. Since operational experience with the monitors during the Civil War had shown the necessity for better ship-control and navigational facilities, *Agamenticus* underwent alterations in the first few months of 1864, notably the addition of a "hurricane deck" that extended between the two turrets and over the machinery spaces amidships.

Commissioned on 5 May 1864 at Portsmouth, Lt. Comdr. C. H. Cushman in command, *Agamenticus* operated off the northeast coast of the United States, from Maine to Massachusetts, until decommissioned at the Boston Navy Yard on 30 September 1865. She remained laid-up for nearly five years and, during that time, on 15 June 1869, was renamed *Terror* (q.v.).

Agassiz

Born into a Huguenot family in Motier-en-Vully, Switzerland, on 28 May 1807, Jean Louis Rodolphe Agassiz—one of the most widely recognized naturalists of his era—visited the United States in 1846 and soon decided to make America his home. He was quickly accepted by the leading scientists of the New World and began a lifelong association with the United States Coast Survey and made many voyages in its steamers, conducting studies of plant and animal life in waters along the Atlantic and gulf shores of his adopted nation. In 1848, he accepted Harvard University's chair of natural history. After devoting more than a quarter of a century to advancing the cause of science in the United States, Agassiz died at Cambridge, Mass., on 12 December 1873.

Soon after the outbreak of the Civil War, the United States Coast Survey ship *Agassiz* was transferred to the Revenue Cutter Service and took the place of *Arago* as a receiving ship in

New York harbor. On 30 December 1861, she was ordered to Sag Harbor at the end of Long Island, N.Y., and served as a revenue cutter at that port into the spring of 1862. On 4 June 1862, the vessel was ordered to New London and arrived at her new base six days later.

On 23 December 1862, *Agassiz* departed New London and headed south for service in the sounds of North Carolina. She arrived at New Bern, N.C., on 11 January 1863 and supported both Army troops and warships of the Union Navy in those dangerous waters into the summer. It is logical to assume that, during this assignment, she was subject to Navy orders, but no documents supporting this hypothesis have been found. The highlight of her service in the war zone came on the night of 13 and 14 March 1863 when she helped Union gunboats *Hunchback*, *Hertzel*, *Ceres*, and *Shawsheen* in their efforts to repel a heavy attack by Confederate soldiers against Fort Anderson, N.C., on the Neuse River.

After that action, Comdr. Alexander Murray, the senior naval officer in the sounds of North Carolina, praised "... the efficient service rendered by Lieutenant Commanding Robert H. Travers, of the U. S. revenue cutter *Agassiz* ... The gallant part taken by that vessel was alike creditable to its commanding officer and serviceable in the repulse of the enemy."

After the damage the cutter had suffered during the action had been repaired by the Norfolk Navy Yard, *Agassiz* returned north and arrived at New Bedford, Mass., on 27 July 1863, and she seems to have served there through the end of the Civil War. She moved to Newport, R.I., on 10 October 1865; and, on 29 December of that year, was ordered to New York where she was transferred back to the Coast Survey.

Agate

A multicolored quartz, commonly gray with waxlike luster and frequently containing brighter colors arranged in stripes.

(PYC-4: dp. 168; l. 100'2"; b. 21'; dr. 11'2"; s. 11.8 k.; a. 1 1-pdr., 2 .30-cal. mg., depth charges)

Stella Polaris—a yacht built in 1930 at Camden, N.J., by the Mathis Yacht Building Co.—was purchased by the Navy on Navy Day, 27 October 1940 from Mr. Livingston L. Short, a prominent insurance industry leader of New York, for service as a minesweeper; renamed *Goldcrest* on 14 November; redesignated PYC-4 on 23 November 1940; renamed *Agate* on 13 December 1940; converted to naval service at Neponset, Mass., by George Lawley & Sons; and commissioned at the Boston Navy Yard on 31 January 1941, Lt. Harry A. Adams, USNR, in command.

Assigned to duty with the 15th Naval District in the Panama Canal Zone, the former yacht—now a coastal patrol vessel—departed Boston on 19 February. Along the way, she made stops at Hampton Roads and Yorktown in Virginia, Charleston in South Carolina, and at Guantanamo Bay, Cuba, before arriving at Colon in the Canal Zone on 25 April. *Agate* spent her entire Navy career patrolling the waters along both coasts—Atlantic and Pacific—of the Canal Zone. When cruising along the Atlantic side, she operated out of Coco Solo and, when patrolling off the Pacific end, Balboa. She continued that duty through most of World War II but appears never to have engaged enemy forces. On 12 August 1944, with about a year of hostilities to go in the war, she was detached from duty in the 15th Naval District. The yacht departed Coco Solo on that same day. Steaming via Guantanamo Bay and Charleston, she arrived at the Philadelphia Navy Yard on 1 September. On 29 September 1944, *Agate* was decommissioned and turned over to the Commandant, 4th Naval District, for disposal. Her name was struck from the Navy list on 14 October 1944. She was sold on 3 July 1945 through the Maritime Commission's War Shipping Administration.

Agawam

A small river in eastern Massachusetts which empties into the Atlantic at the northwestern end of Buzzards Bay; and a town in Hampden County, Mass. *Agawam* is an Indian word meaning lowland, marsh, or meadow.

I

(SwGbt: t. 974; l. 205'; b. 35'; dph. 11'6"; dr. 8'4"; s. 11 k.; cpl. 145; a. 2 100-pdr. r., 4 9" sb., 2 24-pdr. sb., 1 12-pdr. sb., 1 12-pdr. r.; cl. *Sassacus*)

The first *Agawam*—a double-ended, side-wheel, gunboat built at Portland, Maine, by George W. Lawrence—was laid down in October 1862; launched on 21 April 1863; and commissioned on 9 March 1864, Comdr. Alexander C. Rhind in command.

On 9 December 1863, some three months before *Agawam* was placed in full commission, Southern agents and sympathizers had boarded the steam packet *Chesapeake* at New York under the guise of being passengers bound for Portland, Maine. Shortly after midnight on the 7th, when the liner had reached a point some 20 miles north of the tip of Cape Cod, these men revealed their formerly concealed side arms and took over the ship, killing her second engineer. From there, they took the ship to Canadian waters in the hope that their daring act would provoke Union warships into violating British neutrality and thereby embroil the United States in a war with England.

When word of *Chesapeake's* capture reached Portland, the deputy collector of customs at that port wired Rear Admiral Francis Hoyt Gregory, the supervisor of construction of all Union warships then being built in private shipyards, informing him of the loss and requesting permission to arm, man, and send out in pursuit the unfinished but seaworthy *Agawam*. Temporary arms, officers, and men for the new warship would come from the revenue cutter *James C. Dobbin* which had arrived at Portland in July.

The Navy's extant records seem to contain no report of *Agawam's* chase of *Chesapeake*, if, indeed, she ever did join the hunt for the stolen ship. The flurry of Federal correspondence stirred up by the audacious Confederate coup contains both statements maintaining that she did at least get underway and evidence indicating that she did not. Thus, her role in the *Chesapeake* affair, if any, will remain a mystery unless now unknown documents come to light.

In any case, after being commissioned, *Agawam* remained in the Portsmouth Navy Yard fitting out until standing down Portsmouth harbor on 17 March. However, she returned to the yard two days later and entered drydock for repairs before heading back to Portland on 18 April.

Assigned to the North Atlantic Blockading Squadron, the steamer finally stood out to sea on 6 May, two days after the Army of the Potomac crossed the Rapidan River to begin General Grant's offensive against Richmond which kept unrelenting pressure on General Robert E. Lee's Army of Northern Virginia until it was bottled up in the siege of Petersburg and finally forced it to surrender at Appomattox. *Agawam* would perform most of her Civil War service in support of this drive.

When she was finally deemed ready for active service, the gunboat departed Portland on 6 May, only two days after Grant's troops crossed the Rapidan and the day after troops led by Major General Benjamin F. Butler landed on Bermuda Hundred, a large neck of land between the James and its tributary, the Appomattox River. This territory was strategically located some 15 miles south of Richmond and about seven miles north of Petersburg, probably the last important railroad center remaining in Southern hands. Butler's operation was designed to cut the railroads and to take or, at least, to threaten these vital Confederate cities. General Grant—then General-in-Chief of the United States Army—hoped that Butler's campaign would—as a bare minimum—interrupt the flow of food from the deep south and the west through Richmond to Lee's troops. According to this plan, if Butler did not take the Confederate capital, his operations would draw significant troops away from Lee's Army, starve it, and so weaken it that the Union force pushing down from the Rapidan would be able to overrun Richmond or link up with Butler and join in investing these key Southern cities. In any case, even moderate success on Butler's part should quickly end the war.

But moderate success for Butler was not forthcoming. By the time *Agawam* reached Hampton Roads on 9 May, the Union commander had squandered his initial advantage of surprise by his hesitation to launch vigorous attacks toward his initial objectives, the railroad and the turnpike connecting Petersburg and Richmond. This delay enabled the Confederacy to bring



Agawam, as depicted in this R. G. Skerritt watercolor circa 1899. Note covered crowsnests at both masts and netting strung up above the bulwarks to prevent boarding. (NR&L(O) 18625)

major reinforcement to their previously almost undefended works in the area. Then, the presence of Southern soldiers in the area prompted Butler to remain within strong defensive lines where he could do almost nothing to help the Army of the Potomac as it fought its way toward Richmond in a series of bloody engagements beginning with the Battle of the Wilderness.

Meanwhile, it was the task of the Union Navy to maintain control of the James lest Butler's 30,000 troops at Bermuda Hundred be cut off and annihilated. *Agawam* reached Hampton Roads on 9 May and two days later stood up the James to join other Union ships in protecting Butler's transports and supply ships which were threatened by torpedoes, shore batteries, and a possible attack by Confederate ironclads which were lying in the river above the Confederate batteries of Fort Darling at Drewry's Bluff. The danger lurking in the muddy waters of the James had recently been emphasized by the sinking of *Commodore Jones* on the 6th while that side-wheel ferryboat was dragging for Southern torpedoes, or, in 20th century parlance, mines.

On the 14th, Rear Admiral Samuel Phillips Lee, the commander of the North Atlantic Blockading Squadron, shifted his flag from *Malvern* to *Agawam* since the latter drew less water and thus would enable him to supervise minesweeping operations more closely, and he remained in the new side-wheeler while giving his primary attention to operations in the James during the ensuing month and one-half. *Agawam's* first combat came at dawn on the 18th when she shelled Confederate forces "... intrenching the heights at Howlett's house, commanding Trent's Reach," a straight stretch of the river flowing east along the northeastern section of Bermuda Hundred. During this time, besides serving as the squadron flagship, she helped to clear the river of mines, was a mobile platform for observation of Confederate activity along both banks of the river, acted as an intelli-

gence and communication clearinghouse, and used her guns to suppress Southern batteries ashore.

From first planning to land a force at Bermuda Hundred, General Butler had been fearful that Confederate warships might descend from Richmond and sink his transports and supply ships. Once his troops were actually ashore on the south side of the river, the general's anxiety was intensified by daily rumors reporting that the South was ready to launch just such an offensive. For instance, late in May, a deserter from the Southern gunboat *Hampton* warned that "... the enemy have now below Drewry's Bluff three ironclads, six smaller gunboats, plated with boiler iron ... all mounted with torpedoes, and nine fire ships ... to attack at as early a moment as practicable ..."

Confident in the ability of his warships, Admiral Lee was eager to meet the Southern squadron and was hopeful that his flotilla might ascend James past the batteries at Drewry's Bluff and capture Richmond himself the way Farragut had taken New Orleans. As a result, he constantly opposed obstructing the channel. However, early in June, Grant decided to shift the Army of the Potomac from its lines at Cold Harbor across the James to join Butler in operations against Richmond from the South. This plan made Union control of the River even more important and prompted Washington to insist upon blocking the channel. The first stone-laden schooner was sunk on 15 June and the operation continued until Army leaders felt safe from Southern ironclads.

This barrier increased the security of Union shipping on the James and reduced the burden on the Union warships on the river, freeing Admiral Lee to attend to squadron matters elsewhere. As a result, he shifted his flag back to *Malvern* on the last day of June and returned to Hampton Roads.

Agawam remained upriver where, despite the obstructions, she found ample opportunity to use her fighting skills. The pres-

ence of the tremendous concentration of Union troops south of Richmond had goaded defenders of the Confederate capital into desperate measures to interrupt Union shipping on the James. The day after Admiral Lee left her, *Agawam* and *Mendota* fired on a fortified position inside Four Mile Creek whence Southern five guns had recently fired upon *Hunchback* and, in the months that followed, frequently engaged batteries hiding along the banks of the strategic stream.

Early in July, Lt. George Dewey, the future hero of Manila Bay, relieved Rhind in temporary command of the ship—his first command—but Rhind was back when *Agawam* fought her most memorable battle. About two hours past noon on 13 August, three batteries opened fire on the double-ender almost simultaneously from different locations, beginning an engagement which lasted over four hours before dwindling ammunition forced her to withdraw. During the action, three of *Agawam's* men were killed and four wounded.

Late in November, boiler trouble forced *Agawam* downstream for extensive repairs. While the ship was being brought back to fighting trim in the Norfolk Navy Yard, Comdr. Rhind left her temporarily to take command of *Louisiana*, a steamer which had been selected to perform an unusual and seemingly important task. Rhind took with him a carefully selected group of volunteers from *Agawam* to man his new ship. They boarded *Louisiana* at Beaufort, N.C., and took her to waters of Wilmington, N.C., for use as a giant bomb to help reduce the defenses of Fort Fisher which guarded that city, the only major port still open to Confederate blockade runners. After several days of delay because of stormy weather, Rhind took the ship close aboard Fort Fisher on the night of 23 and 24 December 1864. Her crew then set her ablaze, left the ship, and managed to row to safety before *Louisiana* exploded.

The concussion failed to detonate the Fort Fisher magazine, and the ensuing amphibious attack proved to be abortive. The troops who went ashore on Christmas Eve to storm the Southern stronghold reembarked the next day and headed back toward Hampton Roads. Rhind and band of daring volunteers returned to *Agawam* which was still undergoing repairs.

The work continued through mid-February, and the gunboat finally put to sea on the 16th. She entered Pamlico Sound, N.C., two days later and operated in the inland waters of that state through the end of the Civil War.

Following the collapse of the Confederacy, *Agawam* operated along the Atlantic coast between Florida and the Virginia capes for almost two years. She was decommissioned at Norfolk on 31 March 1867. The ship was sold at auction there on 10 October 1867 to Mr. James Power. No record of her subsequent career has been found.

II

(AOG-6: dp. 4,355; l. 310'9"; b. 48'6"; dr. 15'8"; s. 14 k.; cpl. 131; a. 4 3", 12 20mm.; cl. *Patapsco*)

The second *Agawam* (AOG-6) was laid down on 7 September 1942 at Savage, Minn., by Cargill, Inc.; launched on 6 May 1943; sponsored by Mrs. George F. Jacobs; and commissioned at New Orleans, La., on 18 December 1943, Lt. John W. Foster in command.

After a period of alterations and fitting out, the gasoline tanker left Galveston, Tex., on 24 January 1944, bound for the Pacific. She arrived at Espiritu Santo on 1 March and continued on to Tulagi. As a member of Service Squadron (ServRon) 8, *Agawam* was based at that island in the Solomons for the next 10 months servicing Allied facilities located throughout the island group.

In September, *Agawam* began a 27-day availability at Espiritu Santo and resumed her operations at Tulagi on 25 October. The gasoline tanker was detached from ServRon 8 on 28 January 1945 and got underway for Lingayen Gulf, Philippines. Upon her arrival there on 1 March, she was assigned to Service Force, 7th Fleet, and for the next month engaged in routine operations between Manila, Subic Bay, and Lingayen Gulf.

On 1 April, *Agawam* was transferred, on loan, to the Army for the support of its land-based forces. She delivered aviation and motor gasoline to Army forces for two months in lower Lingayen Gulf and subsequently performed the same services at Manila for three months.

A fortnight after Japan capitulated, the tanker was ordered to Tokyo. Routed via Okinawa, she reached Yokohama on 18 Sep-

tember and spent the next month there fueling Army installations ashore. On 25 October, the ship reported to Shanghai, China, for fueling operations at bases located along the Huang-p'u River. She got underway to return to Japan on 26 November and moored at Nagasaki on the 28th.

The gasoline tanker remained actively engaged in logistic support of the occupation forces in Japan through January 1946. The ship was then returned to Navy custody and got underway on the 28th for the voyage back to the United States.

Upon her arrival at San Pedro, Calif., *Agawam* entered a shipyard for overhaul. Back in top shape, she sailed for Guam on 1 July and served as a station ship at that island until June 1949. During this period she made voyages to various ports in Japan; to Saipan; to Iwo Jima; to Shanghai, China; and to Truk.

In June 1949, *Agawam* switched her base of operations to Pearl Harbor. She carried gasoline to Alaska and various islands in the Central Pacific. On 13 November 1953, the tanker sailed for the Philippine Islands and served in that archipelago through April 1954.

Agawam then returned to Pearl Harbor and continued operating from that base supporting American installations throughout the Central Pacific. On 22 November 1956, *Agawam* left Hawaii, bound for San Diego, Calif. Upon her arrival, she began a preinactivation overhaul. *Agawam* was placed out of commission, in reserve, at San Diego on 31 January 1957. Her name was struck from the Navy list on 1 July 1960, and the ship was transferred to the Maritime Administration, and she was placed in the National Defense Reserve Fleet and laid up at Olympia, Wash. She was sold to Levin Metals in October 1975, presumably for scrapping.

III

(YTB-809: dp. 344 (f.); l. 109'; b. 31'; dr. 14'; s. 12 k. (tl.); cpl. 16; cl. *Natick*)

The third *Agawam* (YTB-809) was laid down on 24 August 1970 at Sturgeon Bay, Wis., by Peterson Builders, Inc.; launched on 10 April 1971; completed on 28 July 1971; and placed in service that same day.

Agawam was assigned to the 5th Naval District and based at Norfolk, Va. The tug has spent her entire Navy career providing support for the Navy's ships at the complex of facilities located in and around the Norfolk-Hampton Roads area. As of the beginning of 1987, she was still active in the 5th Naval District.

Agenor

A character in Greek mythology—a son of Poseidon, the Greek god of the sea—who was a Phoenician king.

(ARL-3: dp. 4,100; l. 328'; b. 50'; dr. 11'2"; s. 11.6 k.; cpl. 253; a. 1 3", 8 40mm., 8 20mm.; cl. *Achelous*)

Agenor (ARL-3)—originally projected as *LST-490* but redesignated ARL-3 and named *Agenor* on 13 January 1943—was laid down on 24 January 1943 by Kaiser Co., Inc., Vancouver, Wash.; launched on 3 April 1943; and commissioned at San Francisco, Calif., on 20 August 1943, Lt. Argyle W. Markley in command.

From December 1943 through 9 June 1944, *Agenor* provided repair services to numerous landing craft operating in the Solomon, Russell, and Marshall Islands. On 9 June, the repair ship got underway for the Marianas. Eight days later, Japanese torpedo bombers attacked *Agenor's* convoy. Despite several near misses, the ship continued on safely to waters off Saipan where she arrived on the 24th.

Agenor was then assigned duty with a salvage group, Task Group (TG) 52.7. While air raids were a constant threat, the vessel carried out her work successfully. On 15 July, she moved to Tinian to supply services to invasion forces there.

The ship sailed to Guam in early August, and reported to Task Force 53. That island was her base of operations through 2 October, when the ship shifted to Ulithi in the Carolines. *Agenor* returned to Guam on 10 February 1945 to prepare for the Iwo Jima landings.

On 20 February, the repair ship arrived off Iwo Jima and joined TG 51.3. During the operations there, *Agenor* carried out her work despite air attack and heavy seas. The ship remained

at Iwo Jima until 25 June. She then got underway for Saipan, where she dropped anchor on the 29th.

Soon after reporting to Service Squadron 10 for duty, *Agenor* left Saipan bound for Hawaii and a much-needed overhaul. The vessel reached Pearl Harbor on 18 July and entered the navy yard. The end of World War II found the ship still undergoing repairs at Pearl Harbor. Upon completion of the yard work, *Agenor* served in the Hawaiian operating area until placed out of commission, in reserve, on 15 November 1946.

Agenor was transferred to the government of France on 2 March 1951 under the terms of the Mutual Defense Assistance Program. Her name was struck from the Navy list on 26 March 1951.

Agenor won three battle stars for her World War II service.

Agent

(AM-139: dp. 650; l. 184'6"; b. 33'0"; dr. 9'9"; s. 14.8 k.; cpl. 104; a. 1 3", 4 40mm.; cl. *Admirable*)

Agent (AM-139) was laid down on 8 April 1942 at Tampa, Fla., by the Tampa Shipbuilding Co.; launched on 1 November 1942; sponsored by Miss M. S. Gray; and completed on 10 July 1943. She was transferred to the Soviet Navy on that same day under the lend-lease program. She served them as *T-112*, and the Soviets have retained her since that time. *Agent* was carried on the American Navy list—as MSF-139 after 7 February 1955—until her name was struck from the list on 1 January 1983.

Agerholm

Harold C. Agerholm—born on 29 January 1925 in Racine, Wisconsin—enlisted in the Marine Corps in July 1942 at Milwaukee, Wis. Following training at the Marine Corps Base in San Diego and at Camp Elliott also in that city, Agerholm was shipped overseas and arrived in the Pacific theater on 23 November. He was assigned to the 2d Marine Division and saw action in the assault on the Gilbert Islands at Tarawa.

Agerholm was promoted to private first class (PFC) on 26 January 1943 and—while serving with the Fourth Battalion, 10th Marines, 2d Division—participated in the assault and occupation of Saipan, Marianas Islands.

In action against a determined Japanese counterattack on 7 July 1944, PFC Agerholm volunteered to assist in the defense

and evacuation of the wounded. Locating and appropriating an abandoned ambulance jeep, he repeatedly made dangerous trips under heavy rifle and mortar fire to single-handedly recover approximately 45 casualties. Working tirelessly for over three hours, Agerholm continually ignored his own safety and was mortally wounded by Japanese rifle fire as he ran to aid two men whom he believed to be wounded marines.

For his heroism and service to his country, PFC Agerholm was posthumously awarded the Medal of Honor.

(DD-826: dp. 2,425; l. 390'6"; b. 41'1"; dr. 18'6"; s. 35 k.; cpl. 367; a. 6 5", 4 40mm., 5 21" tt., 6 dep., 2 det.; cl. *Gearing*)

Agerholm (DD-826) was laid down on 10 September 1945 at Bath, Maine, by the Bath Iron Works; launched on 30 March 1946; sponsored by Mrs. Rose Agerholm, mother of Pfc. Agerholm; commissioned on 20 June 1946, Comdr. Frank D. Schwartz in command.

After commissioning and fitting out, the destroyer conducted shakedown training at Guantanamo Bay, Cuba, and underwent post-shakedown repairs at the Boston Naval Shipyard before receiving orders to duty with the Pacific Fleet. Proceeding to the Pacific by way of the Panama Canal, she reached her new home port of San Diego on 21 January 1947.

Agerholm was assigned to Destroyer Division (DesDiv) 12 and settled into a routine of local training operations in the waters off southern California. On 10 March, the warship sailed from San Diego on her first extended cruise to the western Pacific. While operating with the 7th Fleet, *Agerholm* visited the Chinese ports of Tsingtao, Shanghai, and Amoy, before they were closed to American traffic. She also visited Kwajalein, Okinawa, Hong Kong, and several ports in Japan. The destroyer returned to San Diego on 26 November and remained there for the holiday season.

Between January 1948 and June 1950, *Agerholm* alternated two WestPac deployments with operations out of San Diego. Upon her return to San Diego in June 1950, she commenced overhaul at Mare Island, California, while other ships steamed to Korea as part of the United Nations task force defending South Korea from the aggression of her northern counterpart. Completing her overhaul in late 1950, *Agerholm* trained for war and set a course for the Far East. She entered the combat zone on 19 February 1951 and was assigned to Task Force (TF) 77 as screening ship and plane guard. The destroyer also aided in shore bombardment, training her guns on Wonsan on 28 April and 1 to 4 May, and on Kojo on 29 April. *Agerholm* returned to San Diego on 20 September for upkeep and local operations.



Agerholm (DD-826) anchored off Coronado, California, 7 August 1976, with two dock landing ships and a tank landing ship in the background, in this view taken by Photographer 3d Class C. M. Phelps. (USN 1168655)

In May 1952, the warship left San Diego for her second tour with TF 77 in Korea. In addition to screening and plane guard duties, *Agerholm* conducted naval gunfire support as required. During one exchange of gunfire with a communist shore battery, a single enemy shell struck the destroyer in the after part of the ship, starting a small fire in the crew's after berthing compartment but causing only minor damage to the weatherdeck. *Agerholm* continued on assigned duties until December, when she set a course for San Diego, arriving there on 21 December.

On 2 February 1953, the destroyer commenced another overhaul at Mare Island, followed by refresher training in May. After several months of preparation and fulfilling local training commitments, *Agerholm* got underway on 8 September for her sixth WestPac cruise. Although the Korean conflict had ended, the 7th Fleet conducted various operations to ensure the continuation of peace in the Far East. *Agerholm* steamed many miles in support of the Formosa patrol, designed to deter both the Chinese Nationalists and the Chinese communists from invading each other, before she returned to her home port on 16 April 1954.

The destroyer made her seventh WestPac cruise from November 1954 to April 1955. While operating with TF 77, she again found herself involved in peacekeeping operations. Task Force 77 covered the evacuation of the Chinese Nationalist forces from the Tachen Islands in Operation "Pullback." Following this mission, the destroyer returned to the United States and commenced an overhaul at Mare Island on 29 April.

During the next five years, *Agerholm* deployed to the western Pacific four more times, and briefly stopped in Australia during the summer of 1958 to participate in ceremonies commemorating the Battle of the Coral Sea. In May 1960, the destroyer reported to Mare Island for extensive modification and changes under the fleet rehabilitation and modernization (FRAM) program. *Agerholm* left the shipyard in March 1961 equipped with the latest antisubmarine rockets (ASROC), torpedoes, helicopter facilities, radar and sonar. During 1961, the destroyer devised and tested new techniques and tactics for use of her new capabilities.

In May 1962, *Agerholm* participated in nuclear weapon testing in the Pacific in Operation "Dominic." During the exercise, the destroyer was the first surface ship to fire an antisubmarine nuclear weapon. In November, following continued training in the San Diego area, *Agerholm* sailed to the western Pacific on her 12th deployment. She returned to her home port in June 1963 and commenced overhaul at the Naval Repair Facility, San Diego, to update and improve the electronic and weapons systems on board. Following completion of the overhaul in January 1964, *Agerholm* continued her routine of local operations and preparations for deployment.

In August, the destroyer got underway for the western Pacific where she spent six months patrolling off the coast of Vietnam and in the Taiwan Strait. Upon her return to her home port, early in 1965, *Agerholm* underwent a brief overhaul and in August embarked midshipmen for a cruise to Hawaii. With the escalation of American involvement in Vietnam, the destroyer prepared for another cruise to that area.

Agerholm began her next deployment in January 1966 when she departed San Diego for Vietnam. There, her assigned duties included naval gunfire support (NGFS), antisubmarine warfare (ASW), carrier escort, and search and rescue (SAR). In May, during NGFS off the South Vietnamese coast, *Agerholm* provided call fire for a Marine Corps air spotter who was drawing heavy gunfire. The destroyer silenced the Viet Cong machinegun nest with just four rounds from her 5-inch guns. On 17 June, *Agerholm* aided a South Vietnamese patrol boat and took off 12 badly wounded men while on a SAR mission in the Gulf of Tonkin. The ship visited Subic Bay, Yokosuka, Kaohsiung, Hong Kong, and Pearl Harbor before returning to San Diego in July.

Agerholm began another modernization overhaul at the Long Beach Naval Shipyard in August. She received new 5-inch gun mounts, and advanced radar and sonar gear, as well as communications systems and engineering plant alterations. The destroyer left the shipyard in December to spend the holiday season in her home port.

With the advent of 1967, *Agerholm* once again prepared for deployment to the Far East. On 15 May, she departed for the Gulf of Tonkin, joining *Intrepid* (CVS-11) at Subic Bay. The ships sailed to "Yankee Station" where they arrived on 20 June. For the next four months, *Agerholm* provided plane guard assistance

for *Intrepid*, *Constellation* (CVA-64), and *Coral Sea* (CVA-43). When a major fire broke out on *Forrestal* (CVA-59) on 29 July, all ships in the area, including *Agerholm*, aided in the rescue operations and stood by until the damaged carrier was able to steam under her own power for Subic Bay. The destroyer departed "Yankee Station" on 1 October and arrived in San Diego on the 25th.

Agerholm spent most of 1968 on training cruises for Naval Academy and NROTC midshipmen. In May, she participated in tests conducted off San Clemente Island by the Naval Weapons Center at China Lake, Calif., and fired the new rocket-assisted projectile (RAP). Two days before the year was out, *Agerholm* sailed from San Diego on her 16th WestPac cruise. During the transit to the Gulf of Tonkin via Pearl Harbor and Subic Bay, the destroyer escorted *Kitty Hawk* (CVA-63), and subsequently served as plane guard for that carrier's first combat launch from "Yankee Station" during the new year 1969.

From 28 January to 10 February, *Agerholm* served as escort for *William H. Standley* (DLG-32) in the positive identification radar advisory zone (PIRAZ). She then proceeded to the southern SAR station to ride shotgun for *Fox* (DLG-33). The destroyer shifted to the gunline on 23 March, and provided naval gunfire support to troops in the Viet Cong-dominated Rung Sat Special Zone (RSSZ). Anchored in the shallow restricted water with the Viet Cong less than 6000 yards away, *Agerholm* was vulnerable to enemy fire, underwater swimmers, and mines. On 25 March, the destroyer first fired both RAP and conventional ammunition into the RSSZ with great accuracy. On 13 April, she retired from NGFS to visit Singapore, Hong Kong, and Kaohsiung.

Agerholm returned to the gunline on 15 May, conducting shore bombardments off Phan Thiet until 23 May. She then reported to *Chicago* (CG-11) on PIRAZ station in the Gulf of Tonkin for her last assignment. On 10 June, the warship was relieved and ordered to Subic Bay to prepare for her return voyage. After port visits to Brisbane, Australia, and Auckland, New Zealand, *Agerholm* set a course for San Diego, where she arrived on 24 July.

The destroyer entered the shipyard at Hunters' Point, Calif., on 11 September for overhaul, which was completed on 19 December. *Agerholm* returned to San Diego the next day for the Christmas holidays. *Agerholm* got underway on 26 January 1970 for type training, followed by eight weeks of refresher training. On 15 April, the destroyer completed the exhausting round of drills and commenced preparations for overseas deployment. *Agerholm* departed San Diego on 6 July and steamed via Pearl Harbor, Midway, and Guam, to Subic Bay, arriving on 28 July. From there, the destroyer served on the gunline, on the northern SAR station, as PIRAZ escort, and as plane guard.

On 14 October, *Agerholm* was detached for independent transit to Hong Kong. En route, the destroyer passed within 60 miles of the center of Typhoon "Joan" in the Philippine Sea. For two tense days, the crew was uncertain of surviving the 60-knot winds and 40-foot seas, but the destroyer began to open the typhoon center late on 16 October. The remainder of her deployment was spent at PIRAZ station until 4 December when *Agerholm* cleared the area for Guam, Midway, and Pearl Harbor. The ship arrived back in San Diego on 20 December and spent the remainder of the year in her home port.

Agerholm spent the first six months of 1971 in port at San Diego or operating off the California coast. On 29 June, the destroyer began another WestPac cruise, taking up gunline duties near Binh Thuy, South Vietnam, on 6 August. In addition to NGFS, *Agerholm* served as plane guard and SAR ship before departing the area on 4 December. She returned to San Diego for the holidays, and closed out the year with post-deployment standdown.

Local exercises and inspections occupied *Agerholm* until 24 July 1972 when she entered the Long Beach Naval Shipyard for a five-month overhaul. The destroyer departed the shipyard on 21 December and steamed to San Diego, where she began preparations, both at sea and in port, for refresher training on 7 February 1973. After seven weeks of continuous drills, *Agerholm* successfully completed refresher training and qualified in NGFS at San Clemente Island.

On 26 April, *Agerholm* set sail in company with *Stein* (DE-1065) for the western Pacific. She arrived off the coast of Vietnam at "Yankee Station" on 28 May to serve as plane guard for *Constellation*. The destroyer then underwent a two-week availability alongside *Ajax* (AR-6) in Sasebo commencing 8 June. Upon com-

pletion of those repairs, she put to sea for radar picket duty in the Gulf of Tonkin. Another two weeks at "Yankee Station" followed by two weeks on PIRAZ station brought her Vietnam service to an end. On 30 August, *Agerholm* departed the Gulf of Tonkin en route MacKay, Australia, for liberty.

After that port visit, the destroyer sailed to Auckland, New Zealand to join the other ships participating in Operation "Longex 73," a joint surface, air, and submarine warfare exercise. From 25 September to 3 October, *Agerholm* drilled in ASW and anti-air warfare (AAW) exercises including night surface attacks on the task groups. Upon completion of the drill, she steamed to Sydney, Australia; Suva, Fiji; and Pearl Harbor, before arriving back in San Diego on 1 November.

Upon arrival, *Agerholm* commenced a post-deployment readiness improvement program of schools, on board training, and a repair availability. On 25 February 1974, the warship got underway for readiness exercises in the southern California area until 17 September, when she departed San Diego on her 20th WestPac cruise. Remaining primarily in the Subic Bay operating area, *Agerholm* participated in gunnery, ASW, AAW, and ship handling drills until 13 December, when she shaped a course for Apra Harbor, Guam. She ended the year at the ship repair facility there. The destroyer visited Hong Kong and Singapore for liberty, but received orders on 8 February 1975 to join Operation "Eagle Pull," the evacuation of Saigon prompted by the collapse of South Vietnam. *Agerholm* completed her role in the evacuation on 26 February, and she began the long voyage home.

Agerholm arrived in San Diego on 8 April and spent the rest of 1975 and 1976 on the west coast participating in local operations and midshipman training cruises, and eventually landing a role in the movie *Airport 77*. The year 1977 began the same way with only a drydock period at Todd Shipyard in San Pedro from May to July to interrupt the routine. On 6 September, the destroyer made her 21st and last WestPac cruise. *Agerholm* conducted NGFS training, ASROC test firings, and participated in Exercise "Fortress Lightning," a full-scale amphibious landing on Mindoro Island in the Philippines. She stopped for liberty calls at Suva; Auckland, Whangarei, and Nelson, New Zealand; Newcastle and Devonport, Australia, before returning to San Diego early in 1978 to resume a local operation schedule.

From 10 to 13 October 1978, the Board of Inspection and Survey conducted a survey of *Agerholm* to determine her material condition and the feasibility of keeping her in active service. The board found that her age and lack of modern capabilities could not be corrected economically. *Agerholm* was decommissioned on 1 December 1978, and her name was struck from the Navy list on the same day. She was sunk as a target on 18 July 1982.

Agerholm earned four battle stars for Korean War service and eight for tours off Vietnam.

Aggressive

(AM-422: dp. 775; l. 172'; b. 35'; dr. 10'; s. 14 k.; cpl. 70; a. 1 40mm., 2 .50-cal. mg.; cl. *Aggressive*)

Aggressive (AM-422) was laid down on 25 May 1951 at Stamford, Conn., by Luders Marine Construction Co.; launched on 4 October 1952; sponsored by Mrs. Stephen M. Archer; and commissioned on 25 November 1953 at Brooklyn, N.Y., in the New York Naval Shipyard, Lt. Lawrence W. Kelley in command.

The minesweeper remained in the shipyard for alterations during most of 1954. Late in the year, she got underway for shake-down training at Key West, Fla. She then reported to her home port, Charleston, S.C., for more training. In February 1955, her designation was changed to MSF-422. *Aggressive* took part in a large-scale mine warfare exercise held off the southeast coast of the United States. Upon completing the exercise, she returned to Charleston to prepare for an overseas deployment.

Throughout her career, *Aggressive* alternated duty in the Mediterranean with the 6th Fleet—usually lasting about one-half year—with services to fleet units and activities on the east coast of the United States. There, she participated in numerous NATO mine warfare training exercises. During a cruise in 1958, *Aggressive* took part in the landing of American forces in Lebanon.

The ship was homeported at Charleston for her whole naval career. She also provided services to the Naval Mine Warfare School, Charleston; Naval Mine Defense Laboratory, Panama

City, Fla.; Mine Evaluation Detachment, Key West, Fla.; and the Naval Ordnance Laboratory Test Facility, Fort Lauderdale, Fla. *Aggressive* also took part in several fleet exercises and operations along the Atlantic coast and in the Caribbean.

On 1 October 1970, preparations to deactivate the ship were begun, and she was decommissioned on 2 July 1971. Her name was struck from the Navy list on 28 February 1975, and she was sold to R. E. Williams in May 1980.

Aggressor

Aggressor (AMc-63) was renamed *Advance* (g.v.) on 23 May 1941 just over one month following the laying of her keel.

I

(AMc-64: dp. 185; l. 97'1"; b. 22'0"; dr. 9'0"; s. 10.0 k.; cpl. 17; a. 2 .50-cal. mg.; cl. *Accentor*)

Aggressor (AMc-64) was laid down at Greenport, Long Island, N.Y., on 15 April 1941 by the Greenport Basin & Construction Co. as *Alliance* (AMc-64); renamed *Aggressor* on 23 May 1941; launched on 19 July 1941; sponsored by Mrs. Arthur M. Van De Water; and placed in service at the New York Navy Yard on 24 October 1941, Lt. (jg.) P. C. Cherry, USNR, in charge.

The coastal minesweeper completed fitting out at Brooklyn and, at the end of the first week in November, moved south to Norfolk, Va. For the next 31 months, *Aggressor* served with the minesweeping and patrol forces attached to the 5th Naval District. Near the middle of May 1944, she was reassigned to the 1st Naval District and operated from the naval frontier base located at Portland, Maine. In June 1945, she returned south to Norfolk but remained there only until late July at which time she moved farther south to Charleston, S.C. She remained at that port until placed out of service on 28 December 1945. Her name was struck from the Navy list on 21 January 1946, and she was sold on 3 March 1947 to Mr. Lloyd Lambert, of Baltimore, Md., for scrapping.

Agile

I

(AMc-111: dp. 215; l. 96'0"; b. 24'0"; dr. 7'; s. 10.0 k.; a. 2 .50-cal. mg., 2 .30-cal. mg.)

The first *Agile* (AMc-111)—a wooden-hulled coastal minesweeper—was purchased by the Navy from Mr. John Breskovich of Tacoma, Wash., on 10 April 1941 while she was still under construction at the Petersen Shipbuilding Co. in Tacoma, Wash.; delivered to the Navy on 26 November 1941; and placed in service on 12 December 1941, Lt. (jg.) John G. Turbitt, USNR, in charge.

Agile reported for duty with the 13th Naval District Inshore Patrol on 23 December. Based at the Naval Station, Seattle, Wash., she patrolled the waters of Puget Sound until April of 1942 when she entered the yard for repairs and alterations. *Agile* completed repairs and returned to duty soon thereafter. In October 1943, she moved to Kodiak, Alaska, where she resumed patrols under the auspices of the Commander, Northwest Sea Frontier. After 15 April 1944, she was assigned to the newly established Alaskan Sea Frontier.

Agile returned to Seattle on 4 October 1944. She entered the yard at Winslow Marine Railway where her minesweeping gear was removed. On 20 December 1944, she reported to the Naval Air Station, Whidbey Island, and began duty loading and delivering torpedoes at bases along the coast of Washington. On 30 December 1944, she was redesignated IX-203. That duty kept her busy until she was placed out of service on 14 December 1945. Her name was struck from the Navy list on 8 January 1946, and she was turned over to the Maritime Commission for disposal on 14 March 1946.

II

(MSO-421: dp. 755; l. 172'; b. 35'; dr. 10'; s. 14 k.; cpl. 78; a. 1 40mm., 2 .50-cal. mg.; cl. *Agile*)

The second *Agile* (MSO-421) was laid down on 22 February 1954 at Stamford, Conn., by the Luders Marine Construction Co. as AM-421; redesignated MSO-421 on 7 February 1955; launched on 19 November 1955; sponsored by Mrs. Alice Donohue; and commissioned at the New York Naval Shipyard on 21 June 1956, Lt. Herbert D. Mills, Jr., in command.

The non-magnetic ocean minesweeper completed fitting out at New York and then sailed on 13 July for her home port, Charleston, S.C. She remained there for about two weeks before getting underway on 31 July for her shakedown training. *Agile* operated out of Guantanamo Bay, Cuba, between 8 August and 6 September and returned to Charleston on the 10th of the latter month. Type training and post-shakedown availability at the Charleston Naval Shipyard followed. The beginning of 1957 found her still at Charleston, but preparing to embark upon her first deployment to the Mediterranean Sea.

Agile began her first Atlantic crossing on 12 February 1957, transited the Strait of Gibraltar on the 26th, and cruised with the 6th Fleet for three months. During that time, the ship participated in two amphibious exercises and visited several Mediterranean ports. Among her ports of call were Patras and Athens on the Greek mainland; the Greek islands of Samos, Rhodes, and Crete; and Cannes, France. The crisis in Jordan in April kept her in the eastern portion of the Mediterranean for most of her first deployment. After turnover at Rhodes, *Agile* began the long voyage home on 25 May; and she reentered Charleston with her division mates on 16 June.

Post-deployment leave and upkeep occupied the ensuing five weeks. On 26 July, the minesweeper got underway for Little Creek, Va., to participate in harbor defense and minesweeping exercises. However, damage to her propeller forced her into repairs at the Newport News Shipbuilding & Dry Dock Co. and precluded her participation in the exercises. The repairs ended on 25 September, and the warship departed Newport News that same day. Returning to Charleston five days later, she spent the bulk of October conducting acoustic trials out of her home port.

On 26 October, the minesweeper stood out of Charleston on her way to Panama City, Fla., where she reported on the 31st for duty with the Mine Defense Laboratory. She assisted the laboratory in the conduct of special mine defense tests for five weeks, completed that service on 5 December 1957, and headed back to Charleston. December brought the usual year's-end holiday leave period. The New Year, 1958, began with a two-week availability alongside a tender. February saw *Agile* pass her final acceptance trials and an operational readiness inspection. On 17 February, the minesweeper entered the Charleston Naval Shipyard for regular overhaul. She completed repairs by June and began duty with the shipyard testing propeller blades. During July and August, the warship conducted refresher and type training. September brought preparations for overseas movement.

Agile put to sea on 29 September 1958, bound for her second tour of duty with the 6th Fleet. Port calls and exercises—notably an amphibious landing exercise carried out on the southern coast of Sardinia—highlighted that deployment in the Mediterranean. She passed through the Strait of Gibraltar on 26 January 1959 and began the return voyage to the United States. En route home, the warship made a brief stop at Bermuda before reentering Charleston on 11 February. Between the time of her return and the beginning of summer, the warship carried out tests and conducted minesweeping operations out of Charleston. By the beginning of the second week in August, she was working with the Mine Warfare School as a training platform. That service lasted until she began her holiday leave period in December 1959.

The minesweeper entered the Charleston Naval Shipyard on 29 January 1960 and began a regular overhaul. She completed overhaul on 5 April and, the following month, conducted post-overhaul refresher training and minesweeping exercises. On 28 June, *Agile* joined her division mates in deploying to the West Indies. After a round of port visits and exercises, she returned to Charleston on 13 September. Later that month, the minesweeper moved north to Nova Scotia where she participated in Operation "Sweepclear V," a NATO minesweeping exercise. Atlantic coast operations continued into 1961 when she began preparations for her third deployment to the Mediterranean.

Agile departed Charleston on 10 April 1961 in company with the other ships of her division. They arrived at Rota, Spain, on 25 April and took on fuel before entering the Mediterranean. For the next five months, *Agile* plied the waters of the "middle sea"

showing the flag and honing her combat skills. She participated in two 6th Fleet amphibious exercises as well as the NATO Exercise "Checkmate." She and her division mates were relieved at Pollensa Bay, Majorca, on 28 September and began the long voyage home. The return passage ended at Charleston on 14 October.

Following post-deployment standdown, the minesweeper entered the Charleston Naval Shipyard in mid-November for regular overhaul. She left the shipyard in January 1962 and, after refresher training, resumed operations out of Charleston with the Atlantic Fleet Mine Force. Until the beginning of May, *Agile* conducted independent ship's exercises, type training, and training missions for the Mine Warfare School. On 2 May, she departed Charleston, bound for Panama City, Fla. For a little more than a month, the warship performed service in support of experiments and tests conducted by the Naval Mine Defense Laboratory. She returned to Charleston on 8 June, began preparations for a deployment to the West Indies, and embarked upon that assignment on 20 July. The minesweeper made port visits, participated in an amphibious exercise at Vieques Island, and joined other American ships off Haiti for a show of force during another of that country's frequent periods of internal disorder.

Agile returned to Charleston on 9 November, underwent two weeks of repairs alongside a tender, and then finished out the year with post-deployment standdown followed by holiday leave and upkeep. On 8 January 1963, she put to sea for a fleet service mine test which ended on the 25th. At that point, the ship resumed normal operations out of Charleston, providing services to the Mine Warfare School as well as conducting the usual independent ship's exercises and type training. Between 4 and 25 May, she participated in the NATO Exercise "Sweepclear VIII" in the vicinity of Mayport, Fla. Six weeks of local operations out of Charleston followed. On 5 July, the minesweeper departed her home port once again, bound for Little Creek, Va., where she provided services to the Operational Test and Evaluation Force. She returned to Charleston on 25 July and, after a two-week tender availability, resumed local operations. On 29 October, the vessel entered the yard at the Charleston Drydock & Shipbuilding Co. for a two-month overhaul.

The warship completed the repair period on 3 January 1964. Local operations and refresher training filled her time until the last week in March. Beginning on 22 March, she spent three weeks as a school ship for the Mine Warfare School. Following that duty, the ship once more began preparations to deploy to the Mediterranean. She departed Charleston on 15 May and reported in at Malaga, Spain, on 3 June. In addition to the usual exercises and port visits, *Agile* participated in a cruise to northern Europe. She left the Mediterranean on 17 July and visited ports in England, Germany, Denmark, Belgium, and France. The minesweeper retransited the Strait of Gibraltar on 17 September and resumed duty with the 6th Fleet. Relieved of duty at Huelva, Spain, he headed back to the United States on 29 October. *Agile* arrived back in Charleston on 17 November and began a post-deployment tender availability that lasted a month. The remainder of the year brought holiday leave and upkeep.

The 1964 Mediterranean cruise proved to be the last of her career. During the remainder of her active service, some seven years and six months, *Agile* served in waters near North America. She deployed to the West Indies and to the Gulf of Mexico several times but, otherwise, conducted local operations out of Charleston. At various times, the minesweeper served as a school ship for the Mine Warfare School and as a test platform for both the Mine Defense Laboratory at Panama City, Fla., and the Naval Ordnance Facility at Fort Lauderdale, Fla. In between those special assignments, the warship engaged in independent ship's exercises and type training. Those activities came to an end, however, on 28 July 1972 when *Agile* was placed out of commission at Charleston. Later that year, she was moved to a permanent berthing area with the Norfolk Group, Atlantic Reserve Fleet. There she remained for more than seven years. Her name was struck from the Navy list in September 1977, and she was sold to the Union Minerals & Alloys Corp. in February 1980 for scrapping.

Agavidale

(ScStr: dp. 10,410; l. 385'0"; b. 53'0"; dph. 30'; dr. 24'0" (mean); s. 11 k.; cpl. 76; a. none)

While still under construction, the single-screw steel-hulled freighter *Agwidale* was acquired by the Navy from the Newport News Shipbuilding and Dry Dock Co., Newport News, Va., near the end of the first World War and assigned to the Naval Overseas Transportation Service (NOTS). Commissioned at Newport News on 16 November 1918, Lt. Comdr. Maurice E. Huntley, USNR, in command, *Agwidale* shifted to the Chesapeake and Ohio (C&O) Piers at Norfolk on the 24th, and there took on board a cargo of motor tractors. On 4 December 1918, she sailed for the Virginia capes, and at 1300 that day sighted a disabled seaplane off her port bow.

Agwidale altered course accordingly, and reached the downed Curtiss HS-2L flying boat soon thereafter, maneuvering to take the plane in tow. She apparently then headed back toward Hampton Roads, with the plane—still occupied by its three-man crew—traveling in tow astern. Eventually, at 1512 the subchaser *SC-195* came alongside and relieved the freighter of the towing chores to take the plane back to Hampton Roads.

Two days later, having returned to an anchorage off the Newport News Shipbuilding and Drydock Co., *Agwidale* set out for France, and reached La Pallice, en route to Rochefort, on 19 December. After discharging cargo at Rochefort, *Agwidale*, in ballast, set out for the United States on 29 January 1919. Mooring at Hoboken on the afternoon of 15 February, the cargoman cleared New York Harbor 10 days later, bound for Holland on her second and last voyage under the NOTS aegis.

Agwidale reached Rotterdam, via the British Isles, on the afternoon of 12 March. She discharged her cargo over the ensuing days, and, on the morning of the 21st, let go all lines and got underway to return to the United States. She returned home without incident and tied up alongside Pier 15, Hoboken, shortly after noon on 4 April. Three days later, she received orders to prepare for decommissioning.

At noon on 11 April 1919, *Agwidale* was decommissioned and turned over to representatives of the United States Shipping Board, a civilian crew replacing a token Navy one the following afternoon. *Agwidale* retained her name for the rest of her days under American registry, which extended through the depression years and World War II. Initially operated by the Clyde Steamship Co., she later worked under the flag of the Clyde-Mallory Line, and, still later, Agwilines, Incorporated, until she was sold to Chinese interests in 1946 and renamed *Wei Ming*. Her subsequent fate is a mystery.

Ahdeck

(MB: l. 38'; b. 8'3"; dr. 2'9" (aft); s. 20 mph.)

Ahdeck—a single-screw wooden-hulled motorboat built in 1916 for H. V. Schieren, at Morris Heights, N.Y., by the Charles L. Seabury and Gas Engine and Power Co.—was inspected in the 3d Naval District on 7 April 1918 for possible use as an "aeronautic patrol" boat. Ordered taken over on 12 June 1918 and assigned the identification number SP-2589, *Ahdeck* did not again appear in extant records until 23 June 1919 when a dispatch directed the Commandant, 3d Naval District, to ship her and *Estelle* (SP-747) to the Culver Naval School, Culver, Ind. The next mention of her came with notice of her name's being struck from the Navy list on 25 October 1933.

Ahoskie

The name of a town in Hartford county in northeastern North Carolina. The term is purportedly of Indian origin.

(YTB-804: dp. 341 (f.); l. 109'; b. 31'; dr. 14'; s. 12 k. (tl.); cpl. 12; cl. *Natick*)

Ahoskie (YTB-804) was laid down in July 1969 at Sturgeon Bay, Wis., by Peterson Builders, Inc.; launched in January 1970; completed on 12 July 1970; and placed in service during that same month.

The harbor tug was assigned to duty in the 6th Naval District and based at Charleston, S.C. She has spent her entire Navy career providing towing and other services to ships at Charleston. As of the beginning of 1987, *Ahoskie* was still active in the 6th Naval District.

Edward Henry Ahrens—born on 4 November 1919 in Dayton, Ky.—enlisted in the Marine Corps on 3 February 1942 at Cincinnati, Ohio, and underwent boot camp training at the Marine Corps Recruit Depot, Parris Island, S.C. He transferred to the Marine Barracks, Quantico, Va., on 16 March 1942.

Assigned to Company "A", 1st Raider Battalion, Fleet Marine Force, soon thereafter, Ahrens landed with that unit from *Little* (APD-4) at Tulagi, Guadalcanal, British Solomon Islands, in the second assault wave on 7 August 1942. With Company "C", 1st Raider Battalion, securing the right flank on the beachhead, Company "A" moved inland and down the right slope of Tulagi's central ridge. Initially, the marines were not opposed.

That evening, Company "A" took positions for the night west of a cricket ground on the island, as part of the defensive line extending along the ridge. The Japanese later launched a fierce nocturnal counterattack which drove a wedge between the two Raider companies. Isolating the latter near the beachhead, the enemy concentrated his efforts on Company "A" in an attempt to sweep up the ridge toward the residency, a former British government building serving as a Raider battalion command post. The Raiders, however, stood firm.

During the savage battle that ensued, Ahrens, in a security detachment assigned the task of protecting the Raiders' right flank, singlehandedly engaged a group of Japanese in hand-to-hand combat as they attempted to infiltrate the Raiders' rear. Although painfully wounded in the groin, the gallant young marine killed at least three Japanese (including the attacking unit's senior officer) and aided materially in stopping their infiltration.

For his part in stopping the enemy, Ahrens—who died of his wounds on 8 August—was posthumously awarded a Navy Cross as well as a share of the Presidential Unit Citation earned by the 1st Marine Division.

(DE-575: dp. 1,740; l. 306'; b. 37'; dr. 13'6"; s. 23.6 k.; cpl. 213; a. 3 3", 4 40mm., 10 20mm., 2 det., 8 dep.; cl. *Buckley*)

Ahrens (DE-575) was laid down on 5 November 1943 at Hingham, Mass., by the Bethlehem Steel Corp.; launched on 21 December 1943; sponsored by Mrs. Marie Ahrens, the mother of Private, First Class Ahrens; and commissioned on 12 February 1944, Lt. Comdr. Morgan H. Hains in command.

Late in February, *Ahrens* proceeded to Bermuda for shake-down training. In early April, she sailed to Casco Bay, Maine, for additional training. On the 22d at Norfolk, Va., the destroyer escort joined Task Group (TG) 21.11, a hunter/killer group—built around escort carrier *Block Island* (CVE-21)—which was operating in the Atlantic and Caribbean. On 29 May, a German U-boat torpedoed and sank *Block Island* (CVE-21) and *Barr* (DE-576). *Ahrens* rescued 673 officers and men in a period of 40 minutes. While carrying out rescue operations, the ship assisted *Eugene E. Elmore* (DE-686) in locating *U-549*. *Eugene E. Elmore* made two hedgehog attacks which sank the German submarine.

Following repairs at the New York Navy Yard, the destroyer escort carried out training exercises at Casco Bay and Norfolk, Va. On 23 July, *Ahrens* assumed duty as an escort for transatlantic convoys. The highlight of this period came on 13 October after a merchant ship collided with a gasoline tanker, starting large fires on both ships. Following her rescue of survivors, *Ahrens* and *Holton* (DE-703) succeeded in putting out the fires.

On 15 December, *Ahrens* sailed with TG 27.7 to join the 7th Fleet in the Pacific. She proceeded to Manus, Admiralty Islands, via the Panama Canal. On 23 January 1945, the destroyer escort touched at Manus. She continued on to Leyte, Philippines, arriving there on 9 February. The vessel was then attached to TG 75.2 to serve as an ocean escort for the Philippine Sea Frontier.

Ahrens escorted merchant and naval convoys until 25 August 1945. During this period, she operated between such points as Hollandia, New Guinea; Manila and Subic Bay, Philippines; Kossol Roads, Palau Islands; Ulithi; and Okinawa.

In late August 1945, *Ahrens* was detached from the Philippine Sea Frontier and began supporting occupation forces operating in China and Korea, visiting Jinsen, Korea; Chinwangtao, China; and Hong Kong.

The ship began her long voyage back to the United States on 5 November and stopped at Pearl Harbor; San Diego, Calif.; and the Panama Canal Zone before finally reaching Boston, Mass., on 15 December. She then commenced preinactivation overhaul



Ahrens (DE-575) underway in the Atlantic, 13 May 1944, as photographed by F. B. Larrick, of *Bogue* (CVE-9). Note what appears to be her Measure 22 (Navy blue and haze gray) camouflage, and high frequency direction finder (HF/DF or "huff-duff") antenna atop her foremast. (80-G-266487)

and sailed to Green Cove Springs, Fla., in early 1946. *Ahrens* was decommissioned there on 24 June 1946, and her name was struck from the Navy list on 1 April 1965.

Ahrens won two battle stars for her World War II service.

Ai Fitch

At some now unknown date after she was purchased by the Navy on 12 December 1863, but presumably before the beginning of her active service, screw tug *Ai Fitch* was renamed *Rose* (q.v.).

Aide De Camp

(IX-224: dp. 167; l. 110'; b. 18'2"; dr. 6'; s. 15.0 k.)

Aide De Camp—a wooden-hulled motor yacht designed by B. T. Dobson—was built in 1922 at Neponset, Mass., by the George Lawley & Sons Corporation for the noted yarn manufacturer, Samuel Agar Salvage, whom she served as *Colleen*.

Among the foremost of the bevy of other owners who luxuriated in the comforts of this lavishly appointed vessel was the once and future governor of New Hampshire, John Gilbert Winant, whom President Roosevelt would send to England as the wartime United States Ambassador to the court of St. James. When he took possession of the yacht from Karl W. Erikson of New York City in late 1926, or early 1927, he renamed her *Ranger*. About a year later, H. M. Pierce of Red Lion, Del., owned the ship and renamed her *Poinsettia*. In 1931, the Boston financier, Frederick Henry Prince, purchased the yacht and dubbed her *Aide De Camp*, a name which she bore under her next owners, in turn, Frank D. Comerford and Harvard University.

Early in World War II, the yacht was turned over to the university's Underwater Sound Laboratory and was used in experimental work to develop and improve sonar equipment and to devise and to sharpen antisubmarine warfare tactics to combat German U-boat operations against Allied shipping in the Atlantic. Sometime later, (the records of the transfer have apparently perished) the ship came into the custody of the Office of Scientific Research and Development, for whom she continued this vital and secret work.

After the surrender of Germany, the vessel was transferred to the Navy on 31 May 1945 and was placed in service on 18 June 1945, Lt. David W. Warren, Jr., in charge.

Upon her activation, the vessel was delivered to Commander, 7th Naval District and assigned to operations for the Bureau of Ordnance conducting underwater sound research while based at Fort Lauderdale, Fla. At the conclusion of this mission, she was placed out of service on 2 November 1945; and her name was struck from the Navy list on 28 November 1945. The vessel was transferred to the Maritime Administration on 4 September 1946 and sold.

In private hands, she long remained in Florida waters, serving Gustave G. Copeland of Miami and Fred Bowman of DeLand in 1951. Still carrying the name *Aide De Camp*, the yacht shifted her home port to Pensacola in 1953. Some two years later, she was acquired by the Kennedy Marine Engine Co.; began commercial operations for that firm from Biloxi, Miss., under the name *Mariner II*; and remained in that status into the 1980's.

Aiken Victory

(T-AP-188: dp. 4,480; l. 455'0"; b. 62'0"; dr. 29'2" (lim.); s. 15.5 k.; T. VC2-S-AP2)

Aiken Victory was laid down on 13 October 1944 at Baltimore, Md., by the Bethlehem-Fairfield Shipyard, Inc., under a Maritime Commission contract (MCV hull 616); launched on 30 November 1944; sponsored by Mrs. E. H. Wyman; and delivered to the Maritime Commission on 30 December 1944.

During World War II, *Aiken Victory* was operated by the firm, Mississippi Shipping, under a contract with the Maritime Commission. Following the end of hostilities, that company continued to operate her under contract. However, by April of 1948, she was apparently inactive for the name of no operator appears below her name in the *American Bureau of Shipping Record*. The Navy acquired the ship on 21 July 1950 in the wake of the outbreak of hostilities in Korea the previous month. Designated T-AP-188, the ship was assigned to the Military Sea Transportation Service as a troop transport. Operated by a civil service crew, USNS *Aiken Victory* carried troops in the Korean War combat zone for almost 30 months. Late in 1952 the transport returned to the United States and was transferred back to the Maritime Commission on 19 December 1952. She was berthed with the National Defense Reserve Fleet at Olympia, Wash. Her name was struck from the Navy list on 12 February 1953. She remained with the National Defense Reserve Fleet until 10 August 1971 at which time she was sold to American Ship Dismantlers, Inc., for scrapping.

Aiken Victory received eight battle stars for her Korean War service.

Ailanthus

Any of several small Asiatic trees characterized by bitter bark, pinnate leaves, and clusters of ill-scented greenish flowers.

(YN-57: dp. 1,190 (f.); l. 194'6½"; b. 34'7"; dr. 11'8½"; s. 17 k.; cl. *Ailanthus*)

Ailanthus (YN-57) was laid down on 17 November 1942 at Everett, Wash., by the Everett Pacific Co.; launched on 20 May 1943; sponsored by Miss Billie Jean McNatt; and placed in commission at Seattle, Wash., on 2 December 1943, Lt. Donald B. Howard, USNR, in command.

The net tender completed fitting out and, during the second half of December, conducted shakedown training. On the last day of 1943, she reported for duty in the 13th Naval District. On 20 January 1944, she was reclassified a net laying ship and redesignated AN-38. Early in February, *Ailanthus* moved north to Pleasant Island, Alaska, where she arrived on 4 February. Reassigned that same day to Service Squadron 6, Pacific Fleet, she began to carry out net laying duties. However, her career proved very brief. On 26 February 1944, she ran hard aground and suffered extensive damage. While still stranded, *Ailanthus* was reassigned to the newly constituted 17th Naval District (the Alaskan portion of the old 13th Naval District to which she had originally been assigned). Finally, she was declared a total loss, and her name was struck from the Navy list on 9 June 1944.

Aileen

(Yacht: dp. 192; l. 120'; b. 20'; dr. 8'; s. 14 k.; cpl. 33; a. 1 3-pdr., 2 1-pdrs.)

Aileen—a yacht built in 1896 at Chester, Pa., by John Roach & Sons—was purchased by the Navy on 28 April 1898; converted for naval service by the New York Navy Yard; and commissioned there on 14 May 1898, Lt. William Kilburn in command.

Found unfit for cruising the open seas, *Aileen* served on coastal defense through the Spanish-American War. On 18 May 1899, the converted yacht was transferred to the New York Naval Militia on loan for use as a training ship. On 18 November 1909, the New York Naval Militia returned *Aileen* to the Navy. She was placed in service at the Portsmouth (N.H.) Navy Yard on 30 April 1910; but, sometime later that year, the yacht was transferred to the Rhode Island Naval Militia and served the state of Rhode Island training naval militiamen until the United States entered World War I on 6 April 1917. The following day, *Aileen* was reacquired by the Navy and placed in commission once again. For the duration of the war, she served in the 2d Naval District, patrolling the New England coastline between New London and Block Island Sound. After February 1919, she operated from New London with the Reserve Squadron, Antisubmarine Squadrons, engaged in training missions. She was decommissioned on 5 July 1919 and, 18 days later, was ordered sold. Her name was struck from the Navy list on 12 August 1919. On 20 November 1920, she was sold to Tams, Lemoine & Crane, of New York City.

Aimwell

Aimwell (BAT-7)—a tug constructed in 1942 for the United Kingdom—was transferred to the Royal Navy on 5 June 1942. She was returned to the United States Navy on 30 March 1946 at Subic Bay in the Philippines. Her name was struck from the Navy list on 1 May 1946, and she was sold to Mollers, Ltd., on 6 January 1948.

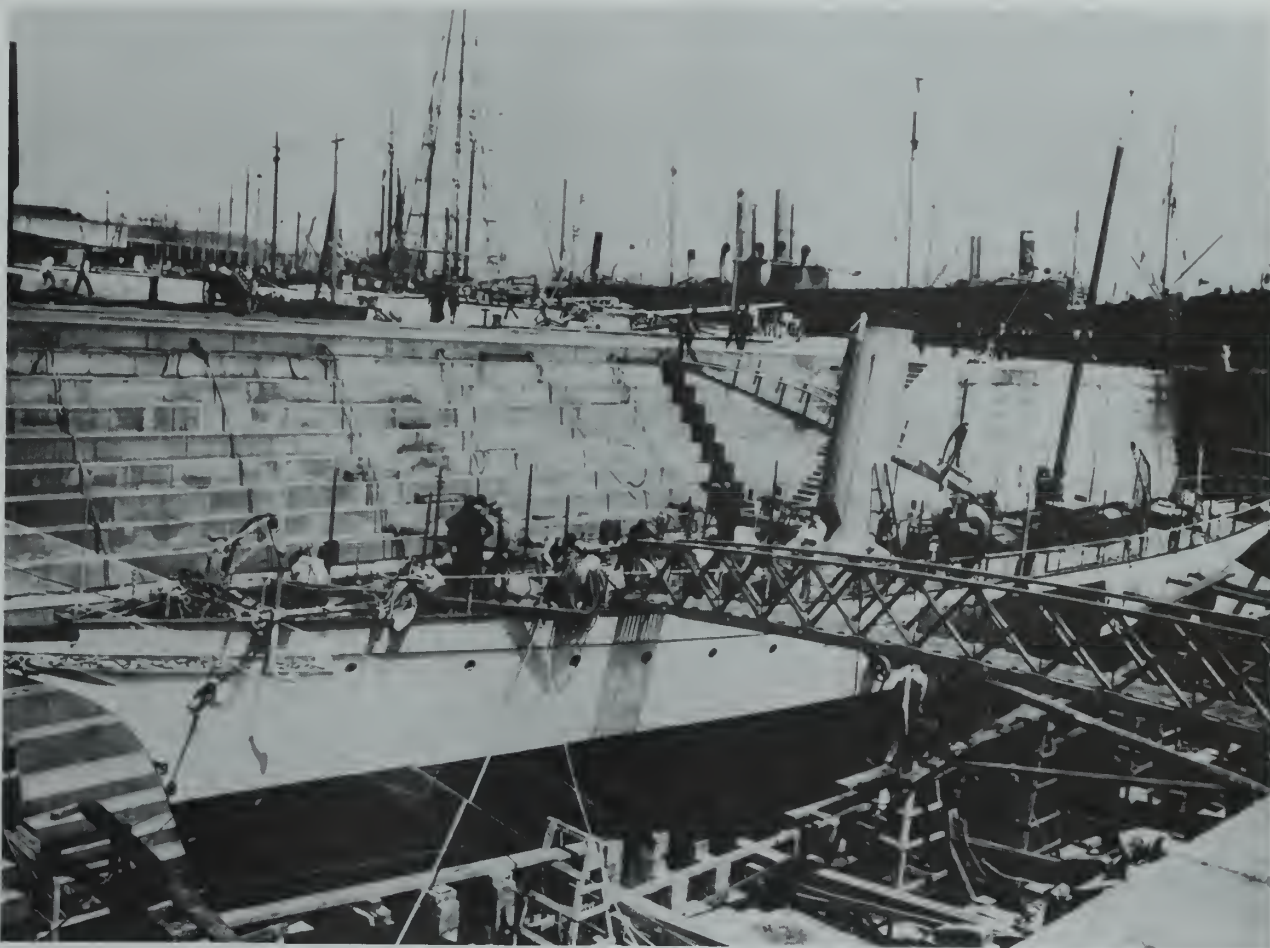
Ainsworth

Walden Lee Ainsworth—born on 10 November 1886 in Minneapolis, Minn.—entered the Naval Academy on 21 June 1906 and graduated on 3 June 1910. Following successive two-year tours at sea in *Iowa* (Battleship No. 24) and in transport *Prairie*, he shifted to *Florida* (Battleship No. 30) during the spring of 1914, just in time to act as the adjutant of one of the battalions that landed at Veracruz, Mexico, on 21 April. Upon the successful completion of that operation, he returned to *Florida* and served in her until sent to *DeKalb* in May 1917. During the participation of the United States in World War I, he served in transports *DeKalb* (Id. No. 3010) and in *America* (Id. No. 3006). During the last months of the conflict, he found himself in *Frederick* (Armored Cruiser No. 8).

In February 1919, the young officer went to Charles Town, W. Va., for two years as inspector of ordnance at the Navy's Armor and Projectile Plant before returning to sea as executive officer of the transport *Hancock* (AP-3). Then, after a brief stint holding the same post in the light cruiser *Birmingham* (CL-2), he commanded the destroyer *Marcus* (DD-321) for a year before becoming inspector of ordnance at Pittsburgh. In August 1924, orders sent him to the New York Navy Yard.

By the end of 1925, Ainsworth's growing stature in the field of ordnance won him the position of gunnery officer on the staff of the Commander, Destroyer Squadrons, Asiatic Fleet. In July 1927, he took command of *Paul Jones* (DD-230), but left that destroyer late in the summer of 1928 to begin three years at the Naval Academy as an instructor in the Department of Navigation.

At the end of the 1930-31 academic year, Ainsworth returned to sea in *Idaho* (BB-42) to serve as that battleship's navigator. Next came a tour in heavy cruiser *Pensacola* (CA-24) and one as communication officer for the 14th Naval District before he reported to the Naval War College at Newport, R.I., for the senior course. In June 1936, Ainsworth became the executive officer of *Mississippi* (BB-41) and, two years later, he became



Aileen in drydock, fitting out for naval service, at the New York Navy Yard, 17 May 1898. The cruiser *Topeka* is in the background. (19-N-17-5-2)

Professor of Naval Science and Tactics at Tulane University in New Orleans.

World War II in Europe was almost a year old when he took command of Destroyer Squadron 2 on 22 July 1940, and the United States had just entered that conflict when he returned to *Mississippi* as her commanding officer on 19 December 1941. Ainsworth promptly took that veteran battleship to the Pacific to strengthen the Navy's surface force in that ocean which had been seriously weakened by the Japanese surprise attack on Pearl Harbor.

On 4 July 1942, Ainsworth took administrative command of all Pacific Fleet destroyers. On 10 December of that year, Admiral Halsey gave him the additional duty of commanding Task Force (TF) 67 which had been badly mauled in the recent Battle of Tassafaronga; and, under his leadership that cruiser destroyer force was soon winning renown as the "Ainsworth Express" for its fierce fighting in support of the final American drive to push Japanese troops off Guadalcanal. Its bombardment of the new Japanese air base at Munda on the island of New Georgia would be, in the words of naval historian, Samuel Eliot Morison, "... long regarded as a model ..."

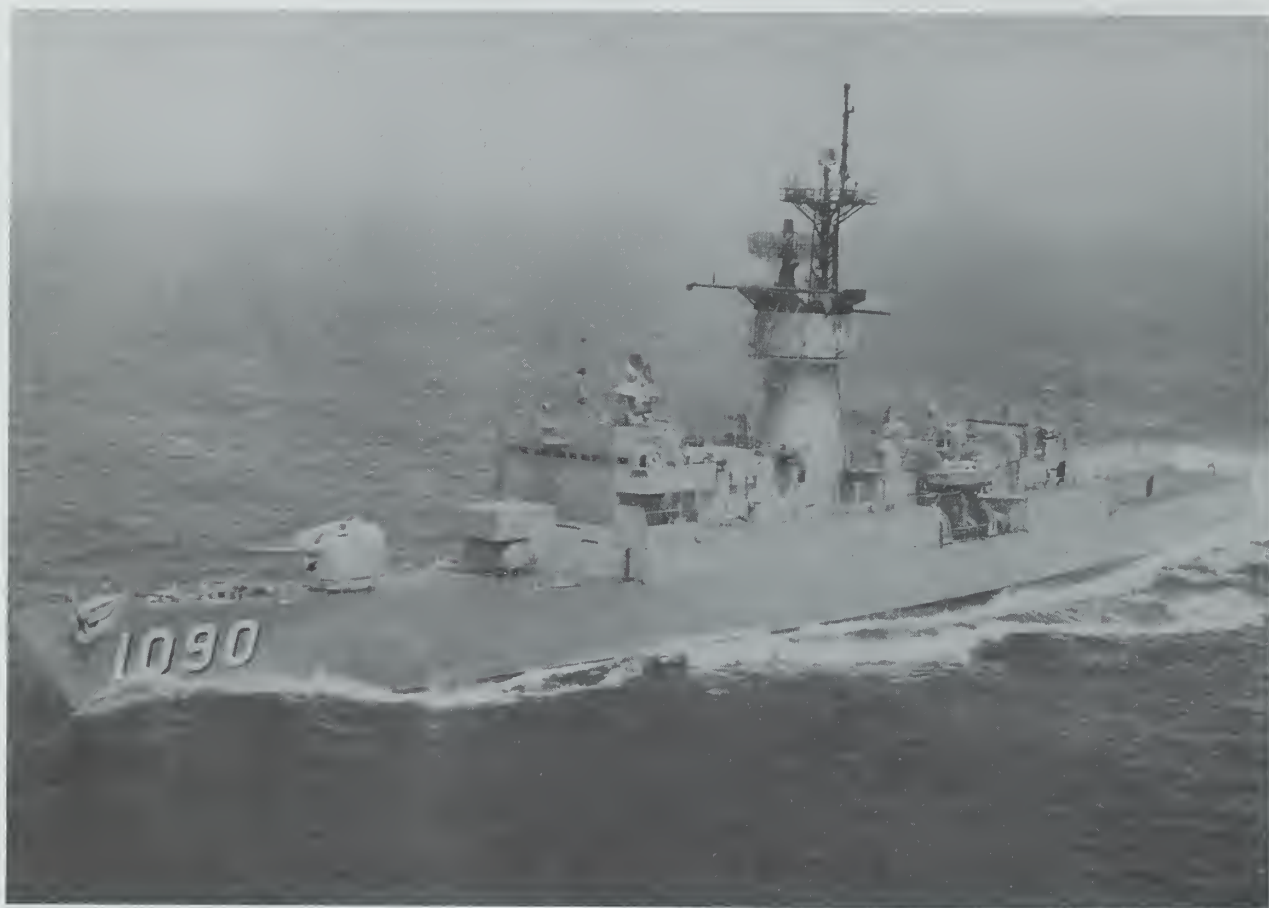
Transferred to command of TF 18 and Cruiser Division 9, Ainsworth continued his success during a prolonged series of runs up the long, narrow body of water between the central Solomon Islands which American bluejackets had nicknamed "the Slot." These operations parried the thrusts by Japanese warships challenging Allied control of the area. At the end of June, the tempo of American fighting in the southwestern Pacific picked up since

the Navy had finally managed to assemble enough amphibious shipping in that theatre to resume the offensive. On the night of 4 and 5 July, TF 18 moved up "the Slot" and bombarded Japanese positions at Vila on Kolombangara and at Baiko on New Georgia. The next afternoon, while Ainsworth's force was retiring from this action, word reached him that a large Japanese force was heading toward "the Slot." In an effort to meet and check this new threat, his warships again reversed course and headed toward the enemy. Ainsworth's "... outstanding leadership, brilliant tactics and courageous conduct ..." in the ensuing battle of Kula Gulf won him a Navy Cross. He also received the distinguished Service Medal for his overall performance in the southwestern Pacific.

About a year later, Ainsworth won the Legion of Merit Medal by his "... exceptionally meritorious conduct ..." while commanding the fire support group during operations which recaptured Guam. Finally, he received a gold star in lieu of a second Legion of Merit for his display of "... exceptional ability and aggressiveness in handling the organization and administration of the cruisers, destroyers, destroyer escorts, and patrol frigates of the Pacific Fleet."

After returning to the United States in the summer of 1945, Vice Admiral Ainsworth commanded the Fifth Naval District until retiring on 1 December 1948. He died in Washington, D.C., on 7 August 1960.

(DE-1090: dp. 4,255 (f.); l. 438'; b. 46.8'; dr. 24.8'; s. 27 + k.; epl. 245; a. 1 5", 4 15.5" tt., ASROC, BPDMS; cl. *Knor*)



Ainsworth (DE-1090) in Chesapeake Bay, 27 April 1973, in this view taken by Chief Photographer Roger E. Barnes. (K-99628)

Ainsworth (DE-1090) was laid down at Westwego, La., on 11 June 1971 by Avondale Shipyards, Inc.; launched on 15 April 1972; sponsored by Mrs. Katherine Gardner Ainsworth, the widow of Vice Admiral Ainsworth; and commissioned on 31 March 1973 at the Norfolk Naval Shipyard, Portsmouth, Va., Lt. Comdr. Terrence E. Siple in command.

Following fitting out, the new ocean escort departed her home port, Norfolk, on 11 June and headed for Port Everglades, Fla., to prepare for sensor tests and calibration. She then proceeded to Guantanamo Bay, Cuba, for shakedown training. While the members of her crew were becoming familiar with their ship and their duties, *Ainsworth* visited Port-au-Prince, Haiti, and then proceeded on to La Guaira, Venezuela, where she joined warships of four other navies in a voyage to Maracaibo to commemorate the sesquicentennial of the Battle of Lake Maracaibo, a naval victory which helped Venezuela to win her independence.

En route home, the ship made recruiting stops at New Orleans and Miami before reaching Norfolk on 16 August and beginning preparation for her post-shakedown overhaul. She got underway on 16 October and, two days later, entered the Charleston (S.C.) Naval Shipyard. Less than a week after the work started, it was interrupted by rising tension in the Middle East; and *Ainsworth* was placed in a 36-hour ready standby status so that she would be able, if necessary, to race to the Mediterranean. However, the stressful situation soon eased sufficiently for her to resume the repairs which were completed late in February 1974.

The escort operated along the east coast and in the West Indies until 18 July when she began a voyage in which she would circumnavigate South America, sailing south via the West Indies to Brazil and then proceeding on down the coast. Rio de Janeiro and Montevideo were among her ports of call before the

ship rounded Cape Horn. While returning north in the Pacific, she visited Valparaiso and Callao before reentering the Atlantic through the Panama Canal. After stops at La Guaira and Cumona, Venezuela, she proceeded home via Roosevelt Roads, Puerto Rico, and reached Norfolk on 16 December 1974.

Following leave and upkeep, the ship underwent tender availability alongside *Puget Sound* (AD-38) and then prepared for operations in the Caribbean which lasted until 24 March 1975 when *Ainsworth* again headed home. She arrived in Hampton Roads on the 27th and, but for a midshipmen training cruise during the latter half of June and a run back to the West Indies from 22 to 29 August, she worked in the Norfolk-Virginia capes area until early autumn. During that summer the ship was reclassified a frigate and redesignated FF-1090 on 30 June 1975.

On 3 October, the ocean escort headed across the Atlantic for her first visit to the Mediterranean, beginning a routine of alternating deployments to the 6th Fleet with operations on the east coast of the United States and in the Caribbean. She reported to the 6th Fleet at Rota, Spain, on 13 October and relieved *Capodanno* (FF-1093). During the remainder of the month, she visited Tangier, Morocco; conducted operations in the western Mediterranean; and made a port call at Malaga, Spain.

She left the Mediterranean on the last day of October and devoted the next three weeks to Operation "Ocean Safari" in the northern Atlantic and then spent from 22 to 28 November at Portsmouth, England, in company with *Bowen* (FF-1079). She headed back toward Gibraltar on the latter day and rejoined the 6th Fleet at Rota on 3 December. Her operations during the next five months took her almost the full length of the Mediterranean as she visited ports in Italy, Greece, Turkey, France, and Spain before she headed home on 26 April 1976.

After reaching Norfolk on 5 May, the frigate operated in the

Hampton Roads-Virginia capes area for the remainder of the year with the exception of a trip up the Chesapeake Bay to Annapolis in late September and early October for a visit to the Naval Academy. On 17 January 1977, *Ainsworth* sailed for the Caribbean. She stopped at Guantanamo Bay, Cuba; Fort-de-France, Martinique; and San Juan, Puerto Rico, before taking part in Exercise "CARIBEX 1-77" from 11 to 21 February.

Upon her return to Norfolk on George Washington's Birthday, the ship readied herself for another deployment to European waters and got underway across the Atlantic on the last day of March. After reaching Rota on 12 April, she sailed for Skaramangas, Greece, on the 16th; reached there on the 21st; and remained at that port for a month before proceeding via Suda Bay, Crete, to the Ionian Sea. There she took part in a series of 6th Fleet operations which—but for runs to nearby ports—kept her busy until mid-July.

On 15 July, she sailed for the Levant and visited Haifa, Israel, from the 20th to the 24th. Then, after sailing westward, she reached Naples on 29 July and underwent a tender availability there until 11 August. Three days at Augusta Bay, Sicily, preceded her participation in 6th Fleet Exercise "National Week XXIII" from 16 to 22 August. During her ensuing operations in the western Mediterranean, she called at ports in France, Spain, and Portugal before sailing for home on 10 October.

The ship reached Hampton Roads on 21 October and remained there until getting underway on 28 November for MARCOTT 3/77, a joint exercise with Canadian warships which kept her busy until she returned to Norfolk in mid-December. She devoted the full month of February 1978 to the Atlantic Fleet's annual readiness exercise and then spent the first 12 days of March in upkeep at Norfolk before representing her sister frigates in Exercise "Shamrock," a combined weapons test and training exercise. Carrier *Dwight D. Eisenhower* (CVN-69), guided missile cruiser *Virginia* (CGN-38), and destroyer *Peterson* (DD-969) also took part in this demonstration which was observed by President Jimmy Carter. On St. Patrick's Day, she arrived at Jacksonville, Fla., and spent the rest of March in that vicinity supporting advanced underway training of surface warfare officers. She returned to Norfolk on 1 April to serve off the Virginia capes as deck landing qualifications ship for LAMPS Squadrons 30, 32, and 34. During the five-day procedure 725 landings were made while 94 pilots were qualified. Then, following further operations in the Norfolk-Virginia capes area, *Ainsworth* entered the Philadelphia Naval Shipyard for her first regular overhaul which kept her busy until 1 March 1979.

Underway for her home port the following day, she arrived at Norfolk on the 3d and conducted local operations until getting underway on 10 May for refresher training in the Caribbean. This West Indies cruise, which lasted through mid-summer, took her to the Bahamas, Guantanamo Bay, Haiti, Puerto Rico, and the Virgin Islands. Then, with fighting skills again honed to a keen edge, she returned to Norfolk on 23 August and operated locally until putting to sea on 1 October for 12 days of combined underway training exercises along the east coast and in waters off Puerto Rico. Upon returning home on the 13th, she began preparations for another deployment, got underway on 10 November, and proceeded via the Azores to Rota. After entering the Mediterranean, she continued on—via the Suez Canal and the Red Sea—to the Persian Gulf and transited the Strait of Hormuz on 9 December. While in the Middle East she visited Jidda, Saudi Arabia; Djibouti, Afars and Issas; and Sitra, Bahrain. She departed the latter port on 22 December 1979 and began 84 consecutive days of service underway at sea ready to act in any emergency which might arise in the area which might result from the prolonged crises precipitated by Iran's capture and occupation of the American Embassy in Teheran and the imprisonment of the American citizens who worked there.

On 11 March 1980, the ship finally put in to Muscat, Oman, for fuel as she began her voyage homeward. Three days later, she topped off her oil bunkers at Djibouti and continued on through the Red Sea, the Suez Canal, and the Mediterranean, to Gibraltar. Following brief stops in the Azores and at Bermuda, she ended the deployment upon her arrival at Norfolk on 17 April.

After a month of leave and upkeep, the ship took part in COMPUTEX 4-80 and carried out naval gunfire support qualifications. At the end of a four-day visit to Port-au-Prince, Haiti, she got underway for home on 19 June and proceeded via Port Everglades to Norfolk which she reached on the 23d. Two days later, she entered the Norfolk Naval Shipyard for a restricted availabil-

ity which lasted until 11 August. She then began preparations for overseas movement and got underway on the 29th for Exercise "United Effort" and "Teamwork 80" which kept her at sea in the North Atlantic and the North Sea until she arrived at Copenhagen, Denmark, on 24 September. She also put into Oslo, Norway, Leith and Rosyth, Scotland, and Portsmouth, England, en route home which she reached on 2 November.

After remaining in the Norfolk area into the new year, the frigate sailed on 6 January 1981 for Narragansett Bay, R.I., where she supported submarine training until the 9th. She then prepared for READEX 1-81 and gunfire qualifications which kept her busy until 17 February when work began on making the ship ready for another deployment to the Middle East. She got underway on 18 March and reached Rota on the 29th. After transiting the Suez Canal and the Red Sea from 14 to 17 April, she entered the Indian Ocean and headed back toward the Persian Gulf. After refueling at Sitra, Bahrain, she operated near the Strait of Hormuz until 11 May and then took part in Exercise PASSEX in the Gulf of Oman with HMS *Bacchante* and HMS *Minerva*. Next came battle group operations with *America* (CV-66) and a visit to Kenya. En route to Mombasa, the ship crossed the equator on 23 May. Upon finishing another PASSEX on 3 June, an exercise conducted with two fast patrol boats of the Kenya Navy, she sailed for Sitra, Bahrain, in company with *Kitty Hawk* (CV-63), en route to the Persian Gulf, and conducted operations with that carrier's battle group.

Following almost a month's labors in the vicinity of the Persian Gulf, she sailed for Djibouti on 8 July—beginning the first leg of her voyage home—and took part in further exercises with *Bacchante* and *Minerva* in the Gulf of Oman and in operations with *America* in the Arabian Sea. She reentered the Mediterranean on the 19th and reached Haifa, Israel, two days later. Heading eastward on the 24th, she stopped at Palermo, Sicily, from 27 July to 8 August and then operated with carriers *Nimitz* (CVN-68) and *Forrestal* (CV-59) until the 19th. On the last two days of those operations, she took part in a missile exercise in the Gulf of Sidra, in international waters off the coast of Libya. After arriving at Rota on 22 August, *Ainsworth* took part in Exercises "Ocean Venture" and "Magic Sword" before sailing for home on 4 September with the battle group built around *Forrestal* and reached Norfolk on the 15th.

Following a month in leave and upkeep status at Norfolk, the ship moved to the York River on 15 October to take part in ceremonies celebrating the bicentennial of the American victory at Yorktown. On the 20th, she headed for the Bahamas to serve as a schoolship in antisubmarine warfare training for future commanding officers on the AUTEC Range at Andros Island. She returned to Norfolk on 2 November and, three days later, entered the Horne Brothers' Shipyard for a selected restricted availability. This work was completed on 4 January 1982; and, but for short operations in the Caribbean during the latter half of February and the first half of October, the frigate spent most of the year in the vicinity of Norfolk.

She again weighed anchor on 27 December 1982 and proceeded eastward across the Atlantic, via Bermuda and the Azores, to Rota where she arrived on 7 January 1983. The next day, she pushed on toward the Levant to serve as a naval gunfire support ship backing the multi-national, peace-keeping force at Beirut, Lebanon. She served off that troubled land from 13 to 29 January and then proceeded via the Suez Canal, the Red Sea, and the Gulf of Aden for the Arabian Sea. Following a tender availability at Masirah, Oman, she got underway with carrier *America*'s battle group for "Weapons-Week" operations in the vicinity of Diego Garcia, the American naval base in the Indian Ocean. Following these exercises, she arrived at Male, Maldives Islands, on 7 March for a port visit. Underway again on the 13th, she worked her way back with *America*'s battle group to Masirah which she reached on 26 March. Two days later, she sailed for Kenya and put into Mombasa on 5 April. On the 11th, the ship headed back toward the northern Arabian Sea in company with *America* and, en route, participated in Exercise "PASSEX" which included Australian warships. She also took part in submarine exercises with *Boston* (SSN-703). The ship transited the Suez Canal on 30 April and conducted special operations in the central Mediterranean with *Nimitz*'s battle group before she was detached from the 6th Fleet on 10 May to return home. She pulled into Norfolk on the 20th and began a post deployment leave and upkeep period.

Her ensuing operations along the east coast took her to New

England waters before she departed Hampton Roads on 10 August for an overhaul at the Charleston (S.C.) Naval Shipyard. The yard work, which included upgrading of the ship's sonar equipment and installation of a close-in weapon system lasted into the spring of 1984. *Ainsworth* sailed for Norfolk on 28 March and reentered her home port the next day. But for a run to the Bahamas during the second week of July for acoustic trials on the AUTECH range, the ship operated on the east coast for the remainder of the year and well into 1985. Late in March of 1985, she traveled south to Florida and thence to the West Indies where she conducted shore bombardment practise at Vieques Island.

Returning north to Norfolk in mid-April, *Ainsworth* operated in the immediate vicinity until late summer. On 27 August, the frigate stood out of her home port bound for a tour of duty with the 6th Fleet in the Mediterranean Sea. For the next seven months, the warship escorted the carriers of the 6th Fleet as they traveled the length and breadth of the Mediterranean. She participated in a number of exercises testing the fleet's readiness and its ability to operate with elements of allied navies. When not so engaged, the frigate called at a variety of ports on goodwill missions. She completed turnover formalities at Rota, Spain, early in April 1986 and then set out across the Atlantic on the 6th. *Ainsworth* stood into Norfolk again on 16 April.

Following the usual month of post-deployment leave and upkeep, the warship entered the yard at the Norfolk Shipbuilding & Drydock Co. to begin a 12-week repair period. Emerging from the yard again on 12 August, she operated in the immediate vicinity of Norfolk—either in the lower Chesapeake Bay or just off the Virginia capes—until early in October. On 4 October, *Ainsworth* headed south to the coast of Florida where she occupied the rest of the month carrying out refresher training. The frigate returned to Norfolk on 31 October and spent the remainder of 1986 in port. As of the beginning of 1987, *Ainsworth* was still at Norfolk.

Ainsworth, Fred C., see *Fred C. Ainsworth* (AP-181)

Ajax

A Greek hero during the Trojan War, second only to Achilles' prowess and valor. The son of Telemon of Salamis and Periboea, Ajax vied with Ulysses for the arms which had belonged to the fallen Achilles. Maddened by disappointment and anger when they were awarded to the latter, Ajax slew the Greek army's flock of sheep, mistaking them for enemies. When he regained his senses and realized what he had done, he killed himself from shame and despair.

I

(Mon: dp. 2,100; l. 225'; b. 43'8"; dph. 13'4"; dr. 12'6"; s. 5.5 k.; cpl. 85; a. none; cl. *Canonicus*)

The contract for construction of *Manayunk* was signed by agents of the Navy and the shipbuilding firm of Snowden and Mason on 15 September 1862, and the keel of that *Canonicus*-class monitor was laid down shortly thereafter at Pittsburgh, Pa. The ship was ready to be launched in April 1864, but her entry into water was delayed by the very low level of the Ohio River. She finally slid down the ways on 18 December 1864; but, by that time, most of the naval phase of the Civil War had ended. Therefore, the ship's fitting out was halted before she received her two 15-inch Dahlgren smooth-bore guns. She was towed to the naval station at Mound City, Ill., and laid up until 1867 when she was towed down the Mississippi and again laid up, this time at New Orleans. While there, *Manayunk* was renamed *Ajax* on 15 June 1867.

Commissioned on 1 January 1871, Lt. Comdr. Charles Love Franklin in command, the monitor was made seaworthy and moved to Key West, Fla. She operated out of that base on coast defense maneuvers with the North Atlantic Squadron until decommissioned on 1 July 1871 and laid up at the Philadelphia Navy Yard.

Following extensive repairs there, *Ajax* was recommissioned on 13 January 1874, Comdr. Joseph N. Miller in command, and returned to Key West, her base for further operations with the

North Atlantic Squadron until again inactivated on 27 July 1875 and laid up at Port Royal, S.C. Recommissioned on 5 November 1875, the ship remained at Port Royal until moved to the James River. In ensuing years, she was moored at Brandon and at City Point, Va., before being placed in ordinary at Richmond on 30 June 1891.

On 26 September 1895, *Ajax* was transferred on loan to the New Jersey Naval Militia and moored at Camden. During the Spanish-American War, the monitor was returned to the Navy and recommissioned on 9 July 1898 for service at Baltimore as a guard ship under the auspices of the Auxiliary Naval Force. However, the rapid American success in that conflict obviated such defensive measures; and the ship was decommissioned on 1 September 1898 before work to make her battle worthy had been completed.

Ajax was sold at the Philadelphia Navy Yard on 10 October 1899.

II

(Collier No. 14: dp. 9,250 (n.); l. 387'6"; b. 46'6" (wl.); dph. 30'0"; dr. 24'8" (mean); s. 10 k.; cpl. 101; a. 4 6-pdrs.)

On 12 May 1898—three weeks after the opening of the Spanish-American War—the United States Navy purchased at New York the screw steamer *Scindia*, a steel-hulled freighter built in 1890 at Glasgow, Scotland. Fitted out at the New York Navy Yard for service as a collier, *Scindia* was placed in commission there on 21 May 1898, Comdr. Eugene W. Watson in command.

Following a round-trip voyage carrying coal from New York to Guantanamo Bay, Cuba, between 2 June and 1 July 1898, the ship departed New York on 12 October with a cargo of coal for the Hawaiian Islands. She made a number of goodwill calls en route—both before and after rounding Cape Horn—and delivered her cargo at Honolulu. *Scindia* then headed east for the California coast and, after reaching San Francisco Bay early in the spring of 1899, was surveyed at the Mare Island Navy Yard and decommissioned there on 27 May for repairs to her boilers and machinery.

Recommissioned on 23 December 1899, the collier got underway on 18 January 1900 and headed westward across the Pacific and proceeded via Guam to the newly acquired Philippine Islands laden with coal for the ships of the Asiatic Fleet. After unloading at Manila, she transited the Strait of Malacca, crossed the Indian Ocean, and continued on via the Suez Canal and the Strait of Gibraltar to Cardiff, Wales, where she filled her bunkers with coal before crossing the Atlantic to Norfolk, Va., where she arrived on 1 March 1901. During her first circumnavigation of Earth, the steamer was renamed *Ajax* on 1 January 1901. She was decommissioned on 16 March 1901.

Reactivated on 16 October 1901, the ship made two more round-the-world voyages carrying coal to the Asiatic Station and then returned to the Philippines in September 1903 for operations with the Asiatic Fleet through the end of 1904. She then returned to the east coast of the United States along which she operated until placed out of service at Norfolk on 4 November 1905.

Reactivated on 20 January 1907, *Ajax* again served along the east coast until departing Hampton Roads in December of that year to support the cruise of the "Great White Fleet" around the world to demonstrate the good will of the United States and to make known to any potential enemy the power of the American Navy. She returned to Norfolk on Washington's Birthday in 1909 and, after serving the Atlantic Fleet through the spring, was placed out of service at the Portsmouth (N.H.) Navy Yard in June.

Laid up until 30 April 1910, he put in over two more years supporting the Atlantic Fleet along the coast and in the Caribbean before she was ordered to the Orient for the last time. In December 1912, she took on a cargo of coal at Hampton Roads and loaded submarines B-2 (Submarine No. 11) and B-3 (Submarine No. 12) on her decks before sailing via the North Atlantic, the Mediterranean, the Suez Canal, and the Indian Ocean to the Philippine Islands. She arrived in Manila Bay on 30 April 1913, and, after launching her two submarines, began shuttling coal to American warships at ports in such places as Guam, the Philippines, China, Japan, and even Burma. Soon after the United States entered the war, she towed the formerly interned German ship *Elsass* from Samoa to Honolulu, Hawaii. During the



Ajax lies in Manila Bay after her voyage from Norfolk with B-2 (Submarine No. 11) and B-3 (Submarine No. 12) as deck cargo, forward, in late April or early May 1913, before they were launched from her deck. (NH 90172, Philip H. Wilson Collection)

American intervention in Siberia at the end of World War I, she made deliveries to Vladivostok.

The ship was laid up at the Cavite Navy Yard from 20 April to 17 October 1921 and then became the receiving ship there for the 16th Naval District. During this period, she served briefly in 1923 as tender to the submarines of Submarine Division 18, Asiatic Fleet, and was based at Chefoo, China. After resuming her role as receiving ship at Cavite in September 1923, *Ajax* became the tender for the planes of the Asiatic Fleet aircraft squadrons in February 1924. On 1 July 1924, she was reclassified as a miscellaneous auxiliary and redesignated AG-15. Relieved of all duty in June 1925, she was decommissioned on 8 July 1925 and her name was simultaneously stricken from the Navy list. The former *Ajax* was sold at the Cavite Navy Yard on 14 August 1925 to S. R. Paterno.

III

During World War I, *Ajax*—a scientific research vessel purchased by the Navy on 2 October 1917 and commissioned on 16 February 1918—was renamed *Rockport* (q.v.) on 20 February 1918.

IV

(AR-6; dp. 8,975; l. 529'5"; b. 73'4"; dr. 23'4"; s. 19.2 k.; cpl. 1,121; a. 4 5"; cl. *Vulcan*)

The fourth *Ajax* was laid down on 7 May 1941 at San Pedro, Calif., by the Los Angeles Shipbuilding and Drydock Corp.; launched on 22 August 1942; sponsored by Mrs. Isaac C. Johnson; commissioned on 30 October 1943, Comdr. John L. Brown in command.

The repair ship departed San Pedro on 9 December, arrived at Pearl Harbor on 16 December, and began preparing small craft to be used as control vessels in the Marshall Islands campaign by installing radar, sound detection equipment, and antiaircraft guns. On 8 January 1944, an oil fire in her blacksmith shop threatened the entire ship, but was extinguished. Nevertheless, *Ajax* spent part of January repairing her own damage.

On 25 January, *Ajax* was ordered to proceed in company with *Wadleigh* (DD-689) to the Ellice Islands; but, two days after reaching Funafuti, she moved to Makin Atoll, Gilbert Islands, to work on the ships that would occupy Majuro in the Marshall Islands. Upon completing that mission, the ship returned to Funafuti on 26 February, only to sail three days later for Majuro.

While she was serving there, Service Squadron (ServRon) 4 was absorbed by ServRon 10. There, she and *Vestal* (AR-4) repaired combatant ships through the Hollandia strikes and during preparations for the Marianas campaign. On 13 June, she sailed for Eniwetok to help set up an advance repair base where she labored through August, at one time working extensive jobs on 19 cruisers and nine battleships.

Late in August, bacillary dysentery broke out among the crew and soon reached epidemic proportions. The ship was quarantined on 1 September and detached on 9 September to proceed to Kwajalein to combat the epidemic. Quarantine ended on 10 October, and *Ajax* steamed to Ulithi to resume repair work and to handle her first major battle damage job. Severely damaged during a torpedo attack off Formosa, *Canberra* (CA-70) received sufficient temporary repairs alongside *Ajax* to enable the cruiser to continue on to Manus. The repair ship continued her work at Ulithi in support of operations in the Philippines, Iwo Jima, and Okinawa.

On 25 May 1945, *Ajax* headed for San Pedro Bay, Leyte Gulf, to help prepare for the final assault on Japan, spending July repairing typhoon-battered *Bennington* (CV-20). The job consisted of rebuilding the forward section of her flight deck and required assistance from *Basilan* (AG-68), *Baham* (AK-122), and *Jason* (ARH-1).

Upon learning of Japan's capitulation on 15 August, *Ajax* began readying amphibious and transport ships to carry occupation forces to the Japanese home islands. On 20 September, she sailed for Guinan, Samar; embarked troops for passage to Okinawa; and once there, repaired other typhoon-damaged ships. Ironically, while she was carrying out this task, typhoons forced her to go to sea herself on 28 September and on 7 October. But for these two incidents, her work at Okinawa was uninterrupted until 28 November, when she sailed for the United States with 800 passengers. She arrived at San Diego on 18 December and, three days later, entered the San Francisco Naval Shipyard for a six-week overhaul.

The yard work ended on 23 February 1946, and *Ajax* sailed via Pearl Harbor for the Bikini Atoll to participate in the atomic bomb tests to be held there in July. Following the tests, she returned to San Diego on 8 October. For the next few years, she tended ships primarily at San Diego.

The repair ship got underway on 2 April 1951 for the first of many postwar cruises to Japan and arrived at Yokosuka on the 18th. She headed for Sasebo on 1 May and spent the rest of the year and early 1952 engaged in repair services in those two ports.

Ajax returned to San Diego on 26 April and devoted the next four and one-half months to operations in various shipyards and ports along the coast of California. She made five more cruises to Japan before 1960, each time operating out of Sasebo and Yokosuka and in every instance returning to San Diego.

Ajax returned from the United States to Japan in February 1960 and in June received orders changing her home port from San Diego to Sasebo. She then became the permanent flagship of ServRon 3 in the Far East. She moved to Yokosuka in August to begin her first yard overhaul in the Orient. Among her alterations was the installation of flag office spaces for ServRon 3 staff. Following refresher training, underway replenishment, and towing exercises with *Castor* (AKS-1), *Ajax* returned to Sasebo on 17 December.

Early in 1961, she became an ambassador of goodwill on a cruise in which she entertained local dignitaries as well as the local populace during visits to Kure, Beppu, Kagoshima, Iwakuni, and Kobe, Japan; Hong Kong; Keelung and Kaoshiung, Taiwan; Subic Bay; and Buckner Bay, Okinawa. A scheduled two-day visit to the last port became a three-week stay in March and April when *Ajax* remained there as backup repair ship in the event that President Kennedy's strong diplomatic resistance to communist aggression in Laos would involve the American Navy in hostilities.

When *Seadragon* (SSN-584), the first nuclear submarine to put into a Japanese port, arrived at Sasebo on 12 November 1964, *Ajax* served as a press platform for radio and television reporters who came to report the event.

On 10 January 1968, *Ajax* sailed for Subic Bay where she remained until mid-March, before returning to her home port. On 3 June, the repair ship headed for Vietnam and arrived at Vung Tau on 9 June. Although that port was a rest and recreation center for the allied forces, *Ajax* worked without break for 13 days making badly needed repairs and providing services to ships and small craft operating in the Mekong Delta, as well as to various Army and Air Force equipment ashore. The repair ship got underway for Subic Bay on 22 June, arrived on 25 June, and undertook a repair job of considerable significance—the regunning of four 5-inch mounts on *Boston* (CAG-1). The repair ship's technicians worked around the clock for seven days to complete the job and return *Boston* to her ready status. After her arrival in Sasebo on 23 July, *Ajax* provided routine repairs and service support for ships there and in Yokosuka for the remainder of the year and the beginning of 1969.

Ajax continued her usual routine of servicing ships in Sasebo, Yokosuka, and Subic Bay during 1969, including a two-week stay in Vung Tau from 27 September to 10 October. As 1970 began, she received word that her home port would revert to San Diego effective 1 June. Prior to that date, *Ajax* continued servicing Vung Tau from 13 April to 9 May in support of the American offensive in Cambodia. *Hector* relieved *Ajax* as flagship on 10 July; and, on the 15th, the latter headed for San Diego where she arrived on 6 August.

On 14 June 1971, following a year's service on the California coast, the ship once again steamed toward Japan and arrived in Sasebo on 5 July. Commander, Service Group (ComServGru) 3, embarked; and *Ajax* commenced business as usual. The ship spent September in Vung Tau, but her month of hard work there was followed by five days of "rest and relaxation" in Hong Kong before she returned to Sasebo on 1 October. However, the vessel soon again proceeded to Vung Tau and worked diligently for the first three weeks in November. Next came a three-day rest in Keelung and Taipei, Taiwan, before a run back to Sasebo to prepare for the voyage home. On 27 January 1972, ComServGru 3 shifted his flag to *Hector*; and *Ajax* steamed via Pearl Harbor to San Diego where she arrived on 16 February and served for the remainder of the year.

Ajax again got underway westward on 16 January and stopped at Pearl Harbor before arriving in Sasebo on 6 February to relieve *Jason* as flagship. The repair ship made two "rest and relaxation" cruises, one in April to Keelung and the other in July to Hong Kong. Typhoon "Dot" complicated the second "pleasure cruise" by closing Hong Kong harbor and causing *Ajax* to circle in rough waters for two extra days before pulling into port. Her return to Sasebo on 25 July was uneventful; and, after being relieved by *Hector* on 7 August, the ship headed home, arrived at San Diego on 29 August, and remained in California for the rest of the year and the first six months of 1974. On 6 July of that year, she got underway in company with *Tolovana* (AO-64) and

steamed for Yokosuka which she reached on 27 July. She operated there until 8 November when she headed for Subic Bay to provide fleet repair services. She labored in the Philippines for a month before proceeding to Kaohsiung, Taiwan, where she ended the year.

Ajax returned to San Diego on 15 February 1975. On 5 October, she got underway for a two-month visit to Pearl Harbor to provide repair support in the middle Pacific. She departed Hawaii on 8 December and arrived in her home port on the 15th in time for a holiday in a leave and upkeep period. *Ajax* remained in or near San Diego for the entire year 1976.

During the first half of 1977, *Ajax* made ready for another deployment. The ship departed San Diego with *Blue Ridge* (LCC-19) on 24 August and arrived at Pearl Harbor on 31 August. The following morning, *Ajax* got underway for Japan and six months in Yokosuka. A series of labor strikes by Japanese employees gave the repair ship's crew members the opportunity to prove their expertise and capabilities. Besides carrying out their normal duties, they helped run the base utilities and acted as firemen, bus drivers, and skilled practitioners of many other occupations to aid the naval activity. She visited Taipei, Taiwan, in December and spent four days in January 1978 in Pusan, Korea. On 5 February, she headed via Pearl Harbor for San Diego, where she arrived on 24 February.

Except for two days of sea trials in April, *Ajax* remained at San Diego until mid-1980. During this period she received an overhaul there by the National Steel and Ship Building Co. which lasted from 21 September 1978 to 21 July 1979.

On 20 May, she sailed for the Orient and reached Subic Bay on 17 June. Three days later, the ship got underway and steamed via Sri Lanka to Diego Garcia where she arrived and relieved *L. Y. Spear* (AS-38) on 6 July. During her busy three months in the Indian Ocean servicing 31 ships, *Ajax* made a brief visit to Port Louis, Mauritius, for recreation. On 12 October, after being relieved by *Emory S. Land* (AS-39), *Ajax* sailed eastward; stopped in Bunbury and Sydney, Australia; Pearl Harbor; and finally reached San Diego on 20 November.

With the exception of two three-day visits to San Francisco and two days of training in the local operating area, *Ajax* remained in San Diego throughout 1981. One notable occurrence during the year was the reporting on board for duty of the ship's first 30 enlisted women. While the women became accustomed to shipboard routine, *Ajax* underwent inspections and training. On 16 October, the ship reached another milestone in the "Women at Sea" program when Ens. Dale Norris became the first woman officer on board *Ajax* to become surface warfare qualified.

On 22 January 1982, *Ajax* got underway for training and a brief port visit to Mazatlan, Mexico, and arrived back home on the last day of the month. Pre-overseas movement preparations throughout the next few months ensured that the repair ship was ready for her 2 April departure for the western Pacific and the Indian Ocean. After a four-day stopover in Pearl Harbor, the ship headed for Subic Bay, where she arrived on 1 May and spent three weeks providing fleet repair services before continuing on to Diego Garcia where she arrived on 1 June. During that deployment, *Ajax* visited Berbera in Somalia, Singapore, and Pattaya in Thailand, before she returned—via Pearl Harbor—to San Diego. The repair ship entered San Diego on 21 October and commenced post-deployment standdown.

Her leave and upkeep period came to an end in November, and *Ajax* set about her repair work once again. Over the next seven months, the ship provided repair services for units of the Pacific Fleet at San Diego, served as a training facility for naval reserve detachments undergoing their annual two weeks of active duty, and made preparations for a regular overhaul. She also put to sea infrequently for trials and, on one occasion in May and June of 1983, to carry her repair services to Bremerton, Wash. *Ajax* returned to San Diego from that mission on 10 June 1983 and, the next day, began a month of final preparations for overhaul. On 11 July, her crew moved to living spaces on board a non-self-propelled barracks ship, and the overhaul began in earnest.

Receiving repair services, rather than extending them to others, occupied her time for the rest of 1983 and during the first two months of 1984. On 1 and 2 March, she put to sea to conduct post-overhaul trials and, on the 3d, resumed repair services to other units of the Pacific Fleet. During the last week in March, she was frequently at sea in the local operating area carrying out independent ship's exercises. From the beginning of April to late

June, *Ajax* performed repair missions at San Diego. On 27 June, the repair ship stood out of San Diego and, after a day of independent ship's exercises in the local operating area, shaped a course for the Naval Air Station, Alameda, where she moored on 29 June. *Ajax* carried out repair assignments at Alameda until the third week in September. On 16 September, she got underway to conduct exercises and then head back to San Diego. The repair ship tied up at pierside at the Naval Station, San Diego, on 19 September. Except for two periods at sea in October for refresher training, *Ajax* spent the rest of 1984 in port repairing ships of the Pacific Fleet.

She continued so engaged into January of 1985, though she interrupted those efforts from the 19th to the 21st to carry out sea trials in the southern California operating area. The first three weeks of February brought more repair work; however, on the 22d, she put to sea again bound for Long Beach. *Ajax* reached her destination on 27 February and set about her work almost immediately. She spent the next five months—save for five days underway locally in May—performing repairs at Long Beach. On 31 July, the repair ship embarked upon the final overseas assignment of her Navy career.

Her last deployment afforded *Ajax* a real opportunity to carry out the function for which she had been designed and built. Continually moving, she performed repairs at widely separated locations. Steaming by way of Hawaii and Guam, she arrived in the Philippines at Subic Bay on 31 August. From Subic Bay, she voyaged to Singapore where she stopped between 24 September and 3 October. Leaving Singapore, *Ajax* headed through the Malacca Strait into the Indian Ocean. She arrived at isolated Diego Garcia Island on 11 October but resumed her voyage again on the 13th. The repair ship dropped anchor at Al Masirah, an island in the Arabian Sea just off the east coast of Oman, on the 19th and carried out repair work there until the beginning of November. On the 2d, she headed back to Diego Garcia where she arrived on the 9th. Her crew performed repairs on *Mars* (AFS-1) and *Shasta* (AE-33) before *Ajax* put to sea to return to Al Masirah. After conducting availabilities for ships of the Middle East Force at Al Masirah from 22 November to 5 December, she put to sea to avoid a large dust storm. While still underway, she laid in a course for Singapore on 7 December. The ship reached her destination on 20 December. Following repairs on *Jesse L. Brown* (FF-1089), *Ajax* set sail once again on 31 December bound for Diego Garcia Island. She arrived at Diego Garcia on 7 January 1986 and provided repair services there for a fortnight. On 22 January, the ship left Diego Garcia in her wake and set course for Pattaya, Thailand, where she spent most of the first week in February. On 12 February, *Ajax* stood into Subic Bay where she was relieved by *Hector*.

The repair ship embarked upon the long voyage across the Pacific Ocean on 21 February. She stopped at Pearl Harbor between 8 and 10 March and arrived back in San Diego on the 18th. Following the usual leave and upkeep period, *Ajax* resumed her repair services. That activity lasted until the second week in September when she began preparations to go out of service. *Ajax* was decommissioned at San Diego on 31 December 1986.

Ajax (AR-6) received five battle stars for service in the Vietnam conflict.

Akbar

An emperor (1556-1605) of Hindustan, the third of the Mogul Dynasty. Akbar was born in Umarkot, Sind (now in Pakistan) in 1542. At the age of 14, he succeeded his father to the throne. His name was Jalul-ud-Din Muhammed, but he became known as "Akbar" (The Great) due to his able administration and strong leadership. Under his rule, Punjab, Rajput, Gujarat, Bengal, Kashmir, and Sind were conquered, annexed or admitted to his empire. He died at Agra in 1605.

(SP-599: dp. 125; l. 72'6"; b. 11'6"; dr. 3'4"; s. 22 k.; cpl. 11; a. 2 mg.)

Akbar (SP-599)—a wooden motor patrol boat built in 1915 at Camden, N.J., by the Mathis Yacht Building Co.—was purchased by the state of Maine from her owner, George W. C. Drexel, Philadelphia, Pa.; transferred under a loan by the state of Maine to the section commander at Bath, Maine; purchased by

the Navy on 17 May 1917; and placed in commission on 31 May 1917, Quartermaster 1st Class Robert A. Webster in charge.

Following her commissioning, the vessel was assigned to the 1st Naval District. *Akbar* carried out harbor patrol duty in the Rockland, Maine, section until May 1918 when she was shifted to the Portland, Maine, section. The former yacht served on patrol duty in that area through the end of World War I in November 1918.

Akbar was decommissioned on 17 January 1919. Her name was struck from the Navy list on 2 October 1919, and she was sold on 2 January 1920 to F. Chester Everett, Malden, Mass.

Akela

The grey wolf in Rudyard Kipling's *The Jungle Book* who led his pack through his strength and cunning.

(Steam Yacht: t. 72; l. 117'6"; b. 14'6"; dr. 4'8" (mean); s. 12 k.; cpl. 15; a. none)

The wooden-hulled, twin-screw, steam yacht *Akela*—built in 1899 at Morris Heights, N.Y., by the Gas Engine and Power Co. and the Charles L. Seabury Co.—was acquired by the Navy from Bridgeport, Conn., businessman Henry Alfred Bishop and delivered on 24 December 1917. Redesignated SP-1793, *Akela* was commissioned at the New York Navy Yard on 16 April 1918, Chief Boatswain's Mate John J. Stegin, USNRF, in charge.

Assigned to the Armed Guard Inspection Board of the 3d Naval District, *Akela* took inspection parties to various merchant ships with embarked armed guard detachments over the next several months. Entering the Seabury yard at Morris Heights on 6 November, *Akela* was still there, undergoing repairs, when the armistice was signed on the 11th. She remained there, inactive and "awaiting orders", into the spring of 1919. The last formal entry in the ship's log, dated 15 April, does not report a formal decommissioning. In any case, the ship was returned to her owner on that day and stricken from the Navy list exactly one month later.

Akron

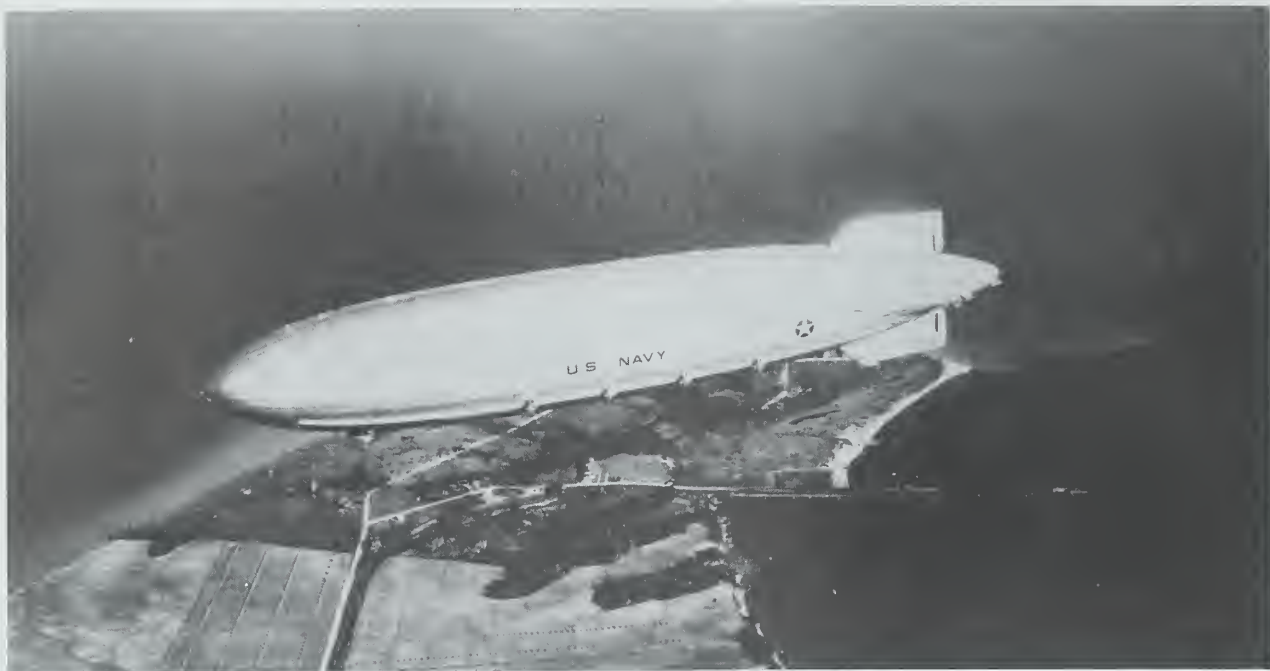
A city in Ohio.

(ZRS-4: dead weight 221,000 lbs.; useful load 182,000 lbs.; l. 785'; max. diameter 132.5'; height 152.5'; nominal gas volume 6,500,000 cu. ft.; s. 72 k. (max.), 50 k. (cruising); cpl. 89; a. 4 ac., approx. 7 mg.; cl. *Akron*)

Construction of the rigid airship ZRS-4 commenced on 31 October 1929 at Akron, Ohio, by the Goodyear-Zeppelin Corp., and on 7 November 1931, Rear Admiral William A. Moffett, Chief of the Bureau of Aeronautics, drove the "golden rivet" in the ship's main ring. Erection of the actual "hull" sections began in March 1930. On 10 May 1930, Secretary of the Navy Charles Francis Adams chose the name *Akron*—to honor the city where the airship was being constructed—and Assistant Secretary of the Navy Ernest Lee Jahncke announced it four days later, on 14 May 1930. On 8 August 1931, *Akron* was launched (floated free of the hangar floor) and christened by Mrs. Lou Henry Hoover, the wife of the President of the United States, Herbert Clark Hoover. *Akron* conducted her maiden flight on the afternoon of 23 September 1931 around the Cleveland, Ohio, area, with Secretary of the Navy Adams and Rear Admiral Moffett embarked. She made eight more flights—principally over Lake Erie but ranging as far as Detroit, Milwaukee, Fort Wayne and Columbus—before her delivery flight from Akron to the Naval Air Station (NAS) at Lakehurst, N.J., where she was commissioned on Navy Day, 27 October 1931, Lt. Comdr. Charles E. Rosendahl in command.

On 2 November 1931, *Akron* cast off for her maiden voyage as a commissioned "ship" of the United States Navy and cruised down the eastern seaboard to Washington. Over the weeks that followed, she amassed 300 hours aloft in a series of flights. Included in these was a 46-hour endurance run to Mobile, Ala., and back. The return leg of the trip made via the valleys of the Mississippi and Ohio Rivers.

On the morning of 9 January 1932, *Akron* cleared Lakehurst



Akron (ZR-4) over Maryland's Eastern Shore, in 1931. (80-G-462238)

to work with the Scouting Fleet on a search exercise. Proceeding to the coast of North Carolina, *Akron* headed out over the Atlantic, tasked with finding a group of Guantanamo Bay-bound destroyers. Once she had located them, she was to shadow them and report their movements. Clearing the North Carolina coast at 0721 on 10 January, the rigid airship proceeded south. Bad weather prevented her from sighting the destroyers she was to find (she missed contact with them at 1240, although *they* sighted *her*) but she continued on, eventually shaping a course toward the Bahamas by late afternoon. Heading northwesterly into the night, *Akron* then changed course shortly before midnight and proceeded to the southeast. Ultimately, at 0908 on the 11th, *Akron* succeeded in spotting the light cruiser *Raleigh* (CL-9) and a dozen destroyers, positively identifying them on the eastern horizon two minutes later. Sighting a second group of destroyers shortly thereafter, *Akron* was released from the evolution about 1000, having achieved a "qualified success" in her initial test with the Scouting Fleet.

As historian Richard K. Smith says in his definitive study, *The Airships Akron and Macon*, "... consideration given to the weather, duration of flight, a track of more than 3,000 miles flown, her material deficiencies, and the rudimentary character of aerial navigation at that date, the *Akron's* performance was remarkable. There was not a military airplane in the world in 1932 which could have given the same performance, operating from the same base."

Akron was to have taken part in Fleet Problem XIII, but an accident occurred at Lakehurst on 22 February 1932 that prevented her participation. As the rigid airship was being taken from her hangar, the tail came loose from its moorings and, caught by the wind, crunched into the ground. The heaviest damage was confined to the lower fin area, and required repairs before the ship was ready to go aloft again. In addition, ground handling fittings had been torn out of the main frame, necessitating repairs to those vital elements as well. It was not until later in the spring that *Akron* was airworthy again; and, on 28 April, the rigid airship cast off for a flight with Rear Admiral Moffett and Secretary of the Navy Adams on board. This particular flight lasted nine hours.

Soon after returning to Lakehurst to disembark her distinguished passengers, *Akron* took off again to conduct a test of the "spy basket"—something like a small airplane fuselage suspended beneath the airship that would enable an observer to serve as the ship's "eyes" below the clouds while the ship herself

remained out of sight above them. Unfortunately, the basket was only "manned" by a sandbag, for the contraption proved "frighteningly unstable" swooping gracefully from one side of the airship to the other before the startled gazes of *Akron's* officers and men. It was never tried again.

Akron and her sistership *Macon* (ZRS-5) (the latter still under construction) were regarded as potential "flying aircraft carriers." On 3 May 1932, *Akron* cruised above the coast of New Jersey with Rear Admiral George C. Day, President of the Board of Inspection and Survey, on board, and for the first time tested the "trapeze" installation for handling of aircraft while airborne. The pilots who carried out those historic "landings," first with a Consolidated N2Y trainer and then with the prototype Curtiss XF9C-1 "Sparrowhawk" fighter, were Lt. Daniel W. Harrigan and Lt. Howard L. Young. The following day, *Akron* carried out another demonstration flight, this time with members of the House Committee on Naval Affairs on board. During this operation the same fliers gave the lawmakers a demonstration of *Akron's* ability to handle aircraft.

Following the conclusion of those trial flights, *Akron* departed Lakehurst on 8 May 1932 and set out for the west coast of the United States. The airship proceeded down the eastern seaboard to Georgia thence moved across the gulf plain and continued on over Texas and Arizona. En route to her base at Sunnyvale, Calif., she reached Camp Kearny, Calif., on the morning of 11 May, and attempted to moor. Since neither the trained ground handlers nor the specialized mooring equipment needed by an airship of *Akron's* size were there, the landing at Camp Kearny was fraught with danger. By the time she started the evolution, the heat of the sun's rays had warmed her, and her engines had further lightened the airship by using 40 tons of fuel during her voyage across the continent. As a result, *Akron* became uncontrollable.

Her mooring cable cut to avert a catastrophic nose-stand by the errant airship, *Akron* headed up. Most men of the mooring crew, predominantly "boot" seamen from the Naval Training Station at San Diego, let go their lines. However, one man was carried 15 feet into the air before he let go and suffered a broken arm in the process. Three others were carried up even farther. Two of these men—Aviation Carpenter's Mate 3d Class Robert H. Edsall and Apprentice Seaman Nigel M. Henton—lost their grips and fell to their deaths. The third, Apprentice Seaman C. M. "Bud" Cowart, clung desperately to his line and made himself fast to it before he was hoisted on board *Akron* one hour

later. Nevertheless, *Akron* managed to moor at Camp Kearny later that day and proceeded thence to Sunnyvale.

Over the weeks that followed, *Akron* "showed the flag" on the west coast, ranging as far north as the Canadian border before returning south in time to exercise once more with the Scouting Fleet. Serving as part of the "Green" Force, *Akron* attempted to locate the "White" Force. Although opposed by Vought O2U "Corsair" floatplanes from "enemy" ships, the rigid airship managed to locate the opposing forces in just 22 hours—a fact not lost upon some of the participants in the exercise in subsequent critiques.

With *Akron* in need of repairs, the airship departed Sunnyvale on 11 June, bound for Lakehurst. The return trip was studded with difficulties—principally due to unfavorable weather. After a "long and sometimes harrowing" aerial voyage, she ultimately arrived there on the 15th. "Seventy-nine weary men climbed down the gangway in the after end of the control car, more than glad to be back."

Akron underwent a period of voyage repairs upon her return from the west coast, and in July took part in a search for *Curlew*, a yacht which had failed to reach port at the end of a race to Bermuda. She resumed operations with her "trapeze" and her planes. On 20 July, Admiral Moffett again embarked in *Akron* but the next day left the airship in one of her N2Y-1s which took him back to Lakehurst after a severe storm had delayed her own return to base.

That summer *Akron* entered a new phase of her career—one of intense experimentation with the revolutionary "trapeze" and a full complement of planes, Curtiss F9C-2 "Sparrowhawks." A key element of the entrance into that new phase was the new commanding officer of the rigid airship, Comdr. Alger Dresel.

Unfortunately, another accident hampered her vital training. On 22 August, *Akron*'s fin fouled a hangar beam after a premature order to commence towing the ship out of the mooring circle. Nevertheless, rapid repairs enabled *Akron* to conduct eight flights over the Atlantic during the last three months of 1932. These operations involved intensive work with the trapeze and the F9C-2s, as well as the drilling of lookouts and gun crews. Among the tasks undertaken was that involving the maintenance of two aircraft patrolling and scouting on *Akron*'s flanks. During a seven-hour period on 18 November 1932, the airship and a trio of planes searched a sector 100 miles wide.

After local operations out of Lakehurst for the remainder of the year 1932, *Akron* was ready to resume her work with the fleet. On the afternoon of 3 January 1933, Comdr. Frank C. McCord relieved Comdr. Dresel as commanding officer, the latter ordered to *Macon* as her first commander. Within hours of this event, *Akron* was on her way south, down the eastern seaboard and shaping a course toward Florida. She refueled at the Naval Reserve Aviation Base, Opa-Locka, Fla., near Miami, on 4 January and then proceeded to Guantanamo Bay, Cuba, for an inspection of base sites. At this time, she used one of her N2Y-1s as an aerial "taxi" to ferry members of the inspection party back and forth.

Soon thereafter, *Akron* returned to Lakehurst for local operations which were interrupted by a two-week overhaul and poor weather. During March, the rigid airship carried out intensive training with her embarked aviation unit of F9C-2s, honing her hook-on skills. During the course of these operations, she cruised to Washington, D.C., and overflew the capital on 4 March 1933, the day Franklin D. Roosevelt took the oath of office as President of the United States.

On 11 March, *Akron* departed Lakehurst and headed for Panama. She stopped briefly en route at Opa-Locka before proceeding on to Balboa, Canal Zone. There an inspection party looked over a potential air base site. While returning northward, the rigid airship paused at Opa-Locka for local operations exercising her gun crews with the N2Y-1s serving as targets for the gunners. Finally, on 22 March, she got underway to return to Lakehurst.

On the evening of 3 April 1933, *Akron* cast off from her moorings to operate along the coast of New England, assisting in the calibration of radio direction finder stations, with Rear Admiral Moffett embarked. Also on board were: Comdr. Harry B. Cecil, the admiral's aide; Comdr. Fred T. Berry, the commanding officer of Lakehurst's Naval Air Station; and Lt. Col. Alfred F. Masury, USAR, a guest of the admiral, a vice-president of the Mack Truck Co., and a strong proponent of the potential civilian uses of rigid airships.

As she proceeded on her way, *Akron* encountered severe weather which did not improve as she passed over Barnegat light at 2200 on the 3d. Wind gusts of terrific force struck the airship unmercifully around 0030 on 4 April, and pushed her down toward the sea. She crashed tail first and then sank in the stormy Atlantic. The German motorship *Phoebus*, in the vicinity, saw lights descending toward the ocean at about 0023 and altered course to starboard to investigate, thinking she was witnessing a plane crash. At 0055 on 4 April, *Phoebus*'s men picked up Lt. Comdr. Henry V. Wiley, *Akron*'s executive officer, unconscious, while a ship's boat picked up three more men: Chief Radioman Robert W. Copeland, Boatswain's Mate 2d Class Richard E. Deal, and Aviation Metalsmith 2d Class Moody E. Ervin. Despite desperate artificial respiration, Copeland never regained consciousness, but died on board *Phoebus*.

Although the German sailors spotted four or five other men in the stormy seas, they did not know that their ship had chanced upon the crash of *Akron* until Lt. Comdr. Wiley regained consciousness a half hour after being rescued. *Phoebus* combed the ocean with her boats for over five hours in a dogged but fruitless search for more survivors of aviation's biggest single tragedy to that date. A Navy blimp, J-3, sent out to join the search, also crashed, with the loss of two men.

The Coast Guard cutter *Tucker* (CG-23), the first American vessel on the scene, arrived at 0600 and took on board the *Akron* survivors and the body of Copeland, thus releasing the German motor vessel. Among the other ships which fruitlessly combed the area for more survivors were the heavy cruiser *Portland* (CA-33), the destroyer *Cole* (DD-155), Coast Guard cutter *Mojave*, and the Coast Guard destroyers *McDougal* and *Hunt*, as well as two Coast Guard planes.

Akron's loss spelled the beginning of the end for the rigid airship in the Navy, especially since one of its leading proponents, Rear Admiral William A. Moffett, perished with her, as did 72 other men. As President Roosevelt commented afterward: "The loss of the *Akron* with its crew of gallant officers and men is a national disaster. I grieve with the Nation and especially with the wives and families of the men who were lost. Ships can be replaced, but the Nation can ill afford to lose such men as Rear Admiral William A. Moffett and his shipmates who died with him upholding to the end the finest traditions of the United States Navy."

Akutan

An island and an active volcano in the Aleutian Islands.

(AE-13: dp. 14,225; l. 459'; b. 63'; dr. 26'5"; s. 15.3 k.; cpl. 281; a. 1 5", 4 3", 4 40mm., 10 20mm.; cl. *Mauna Loa*)

Akutan (AE-13) was laid down on 20 June 1944 at Tampa, Fla., by the Tampa Shipbuilding Co.; launched on 17 September 1944; sponsored by Mrs. Roswell B. Daggett, the wife of Capt. Daggett, USN, the supervisor of shipbuilding at Tampa; and commissioned on 15 February 1945, Comdr. R. C. Brown in command.

Following shakedown training in the Chesapeake Bay, the ammunition ship entered the Norfolk Navy Yard for an availability. In early April, she moved to Earle, N.J., to take on ammunition and cargo. On the 9th, *Akutan* shaped a course for the Pacific. She transited the Panama Canal on 16 April and proceeded independently to Ulithi, Caroline Islands. Upon reaching that advanced base on 11 May, the ship reported to Service Squadron 10, Service Force, Pacific Fleet.

On 15 May, *Akutan* got underway with Task Group (TG) 50.8, bound for Okinawa. The ship arrived there on the 21st and operated from that island during the next four weeks, supplying ammunition to various units of the fleet. She sailed for Ulithi on 18 June and weathered a typhoon before arriving there on the 22d. Two days later, the vessel shaped a course for Leyte, Philippine Islands.

Akutan reached San Pedro Bay on 26 June and was assigned to Service Squadron 8 for duty. She remained in Philippine waters until mid-August discharging and receiving ammunition. On 14 August the ship got underway with TG 30.8 to replenish ammunition for vessels of the 3d Fleet. The following day, Japan capitulated. *Akutan* returned to San Pedro Bay on 10 September and operated there until 28 October, when she sailed for the

east coast of the United States. The ship paused en route at Eniwetok and Pearl Harbor, retransited the Panama Canal, and reached Norfolk in December.

Following a brief stay there, *Akutan* sailed to Earle, N.J., to discharge her ammunition. When her cargo had been unloaded, the ship got underway for Orange, Tex., in January 1946. She left Texas on 10 March and proceeded to New Orleans, La., to undergo repairs. Five days later, the vessel set sail for Houston, Tex., and, upon arriving there, entered a shipyard for further repairs. On 26 April, the ship returned to Orange, Tex., and began preparations for deactivation. *Akutan* was decommissioned on 19 October 1946. Her name was struck from the Navy list on 1 July 1960, and the ship was transferred to the Maritime Administration for layup at Beaumont, Tex.

Akutan earned two battle stars for her World War II service.

Ala

A social division of the Hopi Indians comprised of the Horn, Deer, Antelope, Elk, and possibly other clans.

(YT-139: dp. 325 (f.); l. 100'0"; b. 25'0"; dr. 9'7" (f.); s. 13 k.; cpl. 10; a. 2 .50-cal. mg.; cl. *Woban*)

Ala (YT-139) was laid down on 23 September 1939 at Bremerton, Wash., by the Puget Sound Navy Yard; launched on 6 November 1939; and completed on 11 March 1940.

Soon thereafter, the harbor tug was placed in service in the 13th Naval District and operated out of Puget Sound and in Alaskan waters during World War II. On 15 April 1944, the Alaskan portion of the 13th Naval District was established as the 17th Naval District, and *Ala* was assigned to the new entity. Exactly one month later, on 15 May 1944, she was reclassified a large harbor tug and redesignated YTB-139. Following the war, *Ala* was reassigned back to the 13th Naval District and operated in and around Puget Sound until 1954. At that time, she returned to Alaskan waters under the operational control of the Commandant, 17th Naval District. *Ala* spent the remaining decade of her Navy career serving in the Aleutian Islands and along the coast of Alaska. In February 1962, she was reclassified a medium harbor tug and redesignated YTM-139. Her activities came to an abrupt halt on 19 May 1964 when she ran aground and then sank in Kuluk Bay near the Naval Station, Adak. Her name was stricken from the Navy list on 20 May 1965.

Alabama

The 22d state, admitted to the Union on 14 December 1819, whose name is derived from two Choctaw Indian words: "albam," meaning "thicket gatherers" or "vegetation gatherers."

(SL: t. 2,633; l. 203'8"; b. 51'4"; cl. *North Carolina*)

Alabama—one of the "nine ships to rate not less than 74 guns each" authorized by Congress on 29 April 1816—was laid down in June 1819 at the Portsmouth (N.H.) Navy Yard. In keeping with the policy of the 74-gun ships-of-the-line being maintained in a state of readiness for launch, *Alabama* remained on the stocks at Portsmouth for almost four decades, in a state of preservation—much like part of a "mothball fleet" of post-World War II years. Needed for service during the Civil War, the ship was completed, but her name was changed to *New Hampshire* (q.v.) on 28 October 1863.

(SwStr: t. 676)

Alabama—a wooden-hull sidewheel steamer built in 1838 at Baltimore, Md.—apparently operated under the aegis of the War Department during the War with Mexico (1846-1848), carrying troops that participated in the capture of Veracruz. After the close of hostilities, the War Department transferred *Alabama* to the Navy Department pursuant to the Act of Congress of 3 March 1849. The latter, however, found the ship "unsuitable for naval purposes" and sold her at public auction, at New Orleans, La., in October 1849. Records of her naval service (if any) have not been found. It does not appear that she did in fact serve in the

United States Navy, since her name does not appear in any contemporary listings of naval vessels, nor do any deck logs exist. She was ultimately lost, stranding on Gun Key, in the Bahamas, on 12 July 1852. Fortunately, no lives were lost.

I

(SwStr: t. 1,261; l. 214'4"; b. 35'2"; dph. 22'; dr. 14'6"; s. 13 k.; cpl. 175; a. 8 32-pdr. sb.; cl. *Alabama*)

The secession of Virginia from the Union on 17 April 1861 extended Confederate territory to the southern bank of the Potomac, greatly imperiling the capital of the United States and prompting immediate action to strengthen Washington's almost nonexistent defenses with Northern troops. Two days later, supporters of the South clashed with soldiers of the 6th Massachusetts as that regiment was passing through Baltimore en route to Washington. This prompted Baltimore officials to order the destruction of railroad bridges north of their city. This action severed all direct rail connection between Washington and the large cities of the North which were sending troops to its defense. To reopen the flow of the capital, the Army commandeered a number of steamships in Northern ports for service as transports. *Alabama*—which would become the first ship to serve the United States Navy under the name of that state—was one of these steamers.

Laid down in 1849 by William Henry Webb in his shipyard on New York City's East River, *Alabama* was launched sometime in 1850, probably on either 19 January or 10 June. In any case, the steamer was delivered to the New York and Savannah Steam Navigation Co. in January 1851. Before the month was out, she sailed for Savannah on her first run for her owner.

The urgent need to strengthen the defenses of Washington ended more than a decade of commercial service along the Atlantic coast for *Alabama*. Taken over by the Army shortly after the Baltimore riots, the steamer embarked troops at New York and got underway for the Virginia capes in company with two other transports. Escorted by the Navy's just recommissioned brig *Perry*, the little convoy rounded Cape Charles and proceeded up Chesapeake Bay to the mouth of the Severn River. Upon its arrival at Annapolis on 25 April, the Union soldiers disembarked and boarded trains which, bypassing Baltimore, took them to Washington.

However, paperwork seems to have been slow in catching up with the actions taken by the Federal Government during the opening weeks of the Civil War, and the earliest charter for its use of *Alabama* is not dated until 10 May 1862. Meanwhile, into the summer of 1861, the steamer had continued to carry troops, munitions, and supplies to Annapolis and to Fort Monroe, the Union's only remaining hold on the shores of Virginia's strategic waters in the Virginia capes-Hampton Roads area.

The Union Navy purchased *Alabama* at New York on 1 August 1861 from the firm of S. L. Mitchell and Son and, after fitting the ship out for naval service, commissioned her at the navy yard there on 30 September 1861, Comdr. Edmund Lanier in command.

The ship was assigned to Flag Officer Samuel F. Du Pont's newly established South Atlantic Blockading Squadron, which was charged with guarding the Confederate coast from the border between North and South Carolina to the tip of the Florida Peninsula. Du Pont's orders also called for him to capture some harbor within his sector as a base and a port of convenience for Union ships moving to and from the Gulf of Mexico.

While taking hold of the administrative reins of his new command, the flag officer assembled a group of warships at New York City for a joint Army-Navy expedition against Port Royal, S.C., which he had selected as the site of the new base. On 16 October, *Alabama* got underway in this task force and headed for the Virginia capes. Two days later, the Union men-of-war anchored in Hampton Roads, the staging point for the impending attack.

However, on the 25th, before the expedition could sortie for the South Carolina coast, word reached Du Pont that *Susquehanna* had suffered engine trouble which seriously impaired her efficiency. Responding to this crisis, the flag officer ordered *Alabama* to waters off Charleston to plug this new hole in the blockade of that strategically and symbolically important port. Thus, *Alabama* lost her role in the conquest of Port Royal.

When *Alabama* arrived on station outside Charleston bar on

the 27th, she began performing more than her normal share of steaming since *Flag*, her companion there, was crippled by boiler trouble. On the morning of 5 November, she chased, boarded, and took possession of *La Corbeta Providencia* of Majorca which, four days earlier had been stopped by *Monticello*. While that Spanish bark's papers were on board that Union screw gunboat for examination, a storm arose and separated the two vessels. Thus, *Providencia* could show no papers to Comdr. Lanier, so he sent her to Hampton Roads as a prize. After the true facts were determined, the bark was turned over to the Spanish consul at New York for return to her owner.

On 12 December, while proceeding from the recently acquired Union base at Port Royal to St. Simon's Sound, Ga., *Alabama* sighted a large vessel some 12 to 14 miles south of Tybee Island. After a brief chase, she brought the stranger to and, on boarding, identified her as *Admiral*, a sailing ship which had left Liverpool two months before, bound for St. John, New Brunswick. However, the boarding party found among the ship's documents, a contract agreeing to deliver her cargo of salt, coal, and general merchandise to Savannah. Since this evidence destroyed the credibility of her clearance papers, Lanier sent *Admiral* to Philadelphia where she was condemned by the prize court.

During the remainder of the autumn and the ensuing winter, besides serving on blockade duty, *Alabama* performed widely varied duties for her squadron such as carrying dispatches and supplies to fellow warships in the area, searching for the missing schooner *Pert*, and towing granite-laden ships of the stone fleet to Charleston from Savannah where their use as obstructions to stop blockade runners had been obviated by hulks which the Southerners themselves had sunk in the channel leading to that port to bar the entry of Northern warships.

In late February and early March 1862, she was part of the task force which occupied Fernandia and Amelia Island, giving the Union virtual control of Florida's entire Atlantic coast. At the conclusion of this operation, Du Pont, on 6 March, ordered *Alabama* to carry his chief of staff, Capt. Charles Henry Davis—who had been earmarked to head a squadron and soon would be given command of the Western Flotilla—north to deliver to the President a report of the Union's bloodless victory.

Since the Confederates had erected batteries along the Virginia bank of the Potomac making navigation of that river extremely dangerous for Union ships, the flag officer sent her to Baltimore rather than directly to Washington. His eagerness to have the good news reach the Union capital prompted Du Pont to have *Alabama* skip the customary stop at Hampton Roads.

This decision deprived the steamer of a front row seat at—and conceivably a role in—the most historic single naval action of the Civil War. On 9 March, as she passed between the Virginia capes and started up Chesapeake Bay, all on board could hear the guns of *Monitor* and *Merrimack*—the latter reborn as *CSS Virginia*—as they fought the first duel between ironclad warships. Davis later recalled the skirmish, upon his asking the master of a passing river steamer the meaning of the sound, he had been told "... that it was target practice ... with the great guns on the Rip-Raps."

The ship reached Baltimore the next day, and Davis went on by train to Washington where he delivered Du Pont's report and visited the White House to give Lincoln a detailed personal account of the Florida operations. Meanwhile, *Alabama* began nine days in port undergoing replenishment and repairs. She stood down Chesapeake Bay on 19 March and, four days later, arrived off Port Royal and resumed duty with her squadron.

Early in April, she took station in St. Simon's Bay, Ga., and found on St. Simon's Island a recently established and growing colony of blacks who had escaped from their masters. The 26 men, 6 women, and 9 children in group were busy "... planting potatoes, corn, etc ..." but were short on food so Lanier visited a plantation on Jekyll Island and obtained a large supply of sweet potatoes to feed the former slaves until their labors bore fruit. By the time *Alabama* left St. Simons on the 18th, the size of the community of "contrabands" on St. Simons had increased to 89. Thus the rapid growth of this colony of former slaves illustrated the erosive effect of the war on the South's "peculiar institution" throughout the Confederacy and especially in areas controlled, or close to, Union forces.

Florida arrived in St. Simon's Bay on 18 April relieving *Alabama* who got underway the next morning. She joined the blockading forces off Charleston on the 20th. While on duty there on the night of 7 May, she sighted, chased, and fired at an

incoming schooner which escaped in the darkness. At dawn, she sighted the elusive vessel aground off Light-House Inlet. She promptly stood in toward the stranded ship as far as the depth of water allowed and fired two rounds at the blockade runner. Both fell short. Later that morning, local people joined the schooner's crew in a race to unload this stranger's cargo before she bilged.

An even better day for *Alabama* began about three hours before dawn on 20 June when she assisted *Keystone State* in capturing *Sarah* as that British schooner was attempting to escape from Charleston harbor to carry 156 bales of cotton to Nassau. *Alabama* scored again at daybreak, when she caught *Catalina* after that Charleston schooner had slipped out of her home port laden with more cotton. Lanier sent that prize to Philadelphia where she was condemned by the admiralty court.

A frustrating action for *Alabama* began about 90 minutes after midnight on the morning of 26 July when her sister blockader *Crusader* sighted, fired upon, and chased a steamer which was attempting to sneak into Charleston. The Union vessel's shells forced the blockade runner back out to sea, but *Crusader's* limited speed—slowed even more by ailing engines—made her no match for the fleet stranger. *Alabama* joined in the pursuit and followed in the stranger's wake for about 25 miles before her quarry disappeared over the horizon.

Four days later, *Crusader's* engines broke down completely, necessitating *Alabama's* towing her to Port Royal. That mission came at a fortuitous time since Comdr. Lanier had become sick several weeks before and his condition had steadily worsened. His illness prompted Du Pont to order Lt. Comdr. James H. Gillis to relieve Lanier in command of *Alabama*, freeing the stricken officer to return north to recuperate. However, the assignment was brief for Gillis for, on 12 August, Lt. Comdr. William T. Truxtun took command of the ship.

During ensuing weeks, *Alabama* operated primarily in the shallow waters of the bays and rivers along the coast of Georgia. The highlight of her duty during this period was her capture of "... the English schooner *Nellie*, from Nassau, purporting to be bound for Baltimore." Truxtun sent the prize to Philadelphia for adjudication.

However, her first year of service in the Navy had taken a heavy toll on *Alabama*, and she needed repairs which could not be made at Port Royal. On 26 September, to return her to fighting trim, Du Pont ordered her to Philadelphia. On the voyage north, she carried "... William H. Gladding, a pilot, taken in a schooner attempting to pass the blockade at Sapelo, and reported him to you as too dangerous a man to be allowed to be adrift." The ship sailed on the 29th, reached Philadelphia on 3 October, but headed further north three days later, and arrived at Boston on the 9th and was decommissioned there on the 15th.

The steamer underwent repairs in the navy yard there for about six weeks. The exact date of her recommissioning is unknown since no logs for her between 15 October 1862 and 17 May 1864 seem to have survived. In any case, from other records, we know that *Alabama*—then commanded by Comdr. Edward T. Nichols—departed Boston on New Year's Day 1863, bound for the Virgin Islands to stop, or at least to gather information about, the Confederate privateer *Retribution*. She reached St. Thomas on the 9th where Nichols found "... much excitement among the masters of American vessels in the harbor in consequence of the appearance off the port of a Confederate privateer schooner, and the chasing by her of two American vessels back into the harbor ..." The next morning, *Alabama* got underway and cruised in the waters between St. Thomas and Puerto Rico vainly seeking the Southern raider. This cruise typified most of her subsequent operations during ensuing months in the special squadron which was established to counter the commerce destroying action of Confederate raiders and privateers. Her efforts to protect Union shipping—which were primarily devoted to catching the Southern cruisers *Alabama* and *Florida*—were ended in the summer by an outbreak of yellow fever on board. On 27 July, she was ordered to Boston in the hope that cooler weather would help to restore her crew to good health. She departed Cape Haitien, Haiti, later that day; but the growing list of deaths which occurred after she got underway and the deteriorating condition of her chief engineer and one other member of her crew forced her to put into New York where she was apparently decommissioned before transferring her entire crew to the receiving ship *Magnolia*. She was then towed to Portsmouth, N.H., and placed in quarantine.

Recommissioned on 17 May 1864, Acting Vol. Lt. Frank Smith in command, she stood down the Piscataqua River and headed out to sea on the 30th. After stopping at New York for 10 days, she resumed her voyage south and joined the North Atlantic Blockading Squadron at Newport News, Va., on 11 June and served in its waters through the end of the war. Highlights of her remaining year in naval service were her participation in the capture of *Annie* off New Inlet, N.C., as that British steamer attempted to slip out of Wilmington with a cargo of cotton, tobacco, and turpentine; and her shelling of Fort Fisher during the two attacks on that Confederate stronghold which protected Wilmington, in late-December 1864 and in mid-January 1865.

On 26 March of the latter year, she ascended the James River to City Point, Va., and remained there during the final days of Grant's drive on Richmond. After the fall of Richmond and Lee's surrender, she headed downstream on 10 April and remained in the Newport News-Hampton Roads area during the first 10 days of uncertainty, fear, and anger following Lincoln's assassination.

Alabama stood out to sea on the 24th and, two days later, entered the New York Navy Yard for repairs. Somewhat refurbished, she headed south again on 22 May and operated between Atlantic ports from Hampton Roads to the Delaware River for almost two months. She was decommissioned at Philadelphia on 14 July 1865, sold at auction there to Samuel C. Cook on 10 August 1865, and redocumented under her original name on 3 October 1865. She operated along the Atlantic coast between New York and Florida under a series of owners. In 1872 her engines were removed and on 12 September of that year she was reregistered as a schooner. The veteran ship was destroyed by fire—probably sometime in 1878—but the details of her destruction are not known.

II

(Battleship No. 8; dp. 11,565 (n.); l. 374'10"; b. 72'5"; dr. 25'0" (f.) (aft); s. 16 k.; cpl. 536; a. 4 13", 14 6", 16 6-pdrs., 4 1-pdrs., 4 .30-cal. mg., 4 18" tt.; cl. *Illinois*)

The second *Alabama* (Battleship No. 8) was laid down on 1 December 1896 at Philadelphia, Pa., by the William Cramp and Sons Ship and Engine Building Co.; launched on 18 May 1898; sponsored by Miss Mary Morgan, daughter of the Honorable John T. Morgan, United States Senator from Georgia; and com-

missioned on 16 October 1900, Capt. Willard H. Brownson in command.

Though assigned to the North Atlantic Station, *Alabama* did not begin operations with that unit until early the following year. The warship remained at Philadelphia until 13 December when she got underway for the brief trip to New York. She stayed at New York through the New Year and until the latter part of January 1901. Finally, on 27 January, the battleship headed south for winter exercises with the Fleet at the drill grounds in the Gulf of Mexico near Pensacola, Fla. *Alabama's* Navy career began in earnest with her arrival in the gulf early in February. With a single exception in 1904, each year from 1901 to 1907, she conducted Fleet exercises and gunnery drills in the Gulf of Mexico and the West Indies in the wintertime before returning north for repairs and operations off the northeastern coast during the summer and autumn. The exception came in the spring of 1904 after the conclusion of winter maneuvers when she departed Pensacola in company with *Kearsarge* (Battleship No. 5), *Maine* (Battleship No. 10), *Iowa* (Battleship No. 4), *Olympia* (Cruiser No. 6), *Baltimore* (Cruiser No. 3), and *Cleveland* (Cruiser No. 19) on a voyage to Portugal and the Mediterranean. After a ceremonial visit to Lisbon honoring the entrance of the Infante into the Portuguese naval school, *Alabama* and the other three battleships cruised the Mediterranean until mid-August. Returning by way of the Azores, she and her traveling companions arrived in Newport, R.I., on 29 August. Late in September, the warship entered the League Island Navy Yard for repairs. Early in December, *Alabama* left the yard and resumed cruising with the North Atlantic Fleet.

Near the end of 1907, the battleship set out upon a special mission. On 16 December 1907, she stood out of Hampton Roads in company with what became known as the Great White Fleet. *Alabama* accompanied the Fleet on its voyage around the South American continent as far as San Francisco. On 18 May 1908 when the bulk of the Fleet headed north to visit the Pacific northwest, she remained at San Francisco for repairs at the Mare Island Navy Yard. As a consequence, the warship did not participate in the celebrated visit to Japan. Instead, *Alabama* and *Maine* departed San Francisco on 8 June to complete their own, more direct, circumnavigation of the globe. Steaming by way of Honolulu and Guam, the two battleships arrived at Manila in the Philippines on 20 July. In August, they visited Singapore and Colombo on the island of Ceylon. From Colombo, the



Alabama (Battleship No. 8), as photographed by Enrique Muller in 1907, painted in the standard white and "spar color" scheme of that era. Note the disposition of her main and secondary batteries and the funnels arranged side-by-side. (NH 89479)

two battleships made their way, via Aden on the Arabian Peninsula, to the Suez Canal. Through the canal early in September, *Alabama* and *Maine* made an expeditious transit of the Mediterranean Sea, pausing only at Naples at mid-month. Following a port call at Gibraltar, they embarked upon the Atlantic passage on 4 October. They made one stop, in the Azores, on their way across the Atlantic. On 19 October as they neared the end of their long voyage, the two battleships parted company. *Maine* headed for Portsmouth, N.H.; and *Alabama* steered for New York. Both reached their destinations on the 20th.

Alabama was placed in reserve at New York on 3 November 1908. Though she remained inactive at New York, the battleship was not decommissioned until 17 August 1909. The warship underwent an extensive overhaul that lasted until the early part of 1912. On 17 April 1912, she was placed in commission, second reserve, at New York, Comdr. Charles F. Preston in command. At that point, she became an element of the newly established Atlantic Reserve Fleet. According to that concept, the Navy organized a unit that comprised nine of the older battleships as well as *Brooklyn* (Armored Cruiser No. 3), *Columbia* (Cruiser No. 12), and *Minneapolis* (Cruiser No. 13) for the purpose of keeping those ships constantly ready for active service using the fiscal expedient of severely reduced complements that could be filled out rapidly by naval militiamen and volunteers in an emergency. The unit as a whole possessed enough officers and men to take two or three of the ships to sea on a rotating basis to test their material readiness and to exercise the sailors at drill.

Alabama was placed in full commission on 25 July 1912 and operated with the Atlantic Fleet off the New England coast through the summer. She was returned to reserve status—in commission, first reserve—at New York on 10 September 1912. Late in the spring of 1913, the Navy added a new dimension to the concept of the Atlantic Reserve Fleet by having the warships of that unit embark detachments of the various state naval militias for training afloat in a manner similar in many respects to the contemporary Navy's selected reserve program. During the summer of 1913, *Alabama* cruised along the east coast and made two round-trip voyages to Bermuda to train naval militiamen from Maryland, the District of Columbia, New York, Rhode Island, Maine, North Carolina, and Indiana. She ended her last training cruise of the year at Philadelphia on 2 September. The battleship was placed in ordinary on 31 October 1913 and in reserve on 1 July 1914.

Though still in commission, she passed the next 30 months in relative inactivity with the Reserve Force, Atlantic Fleet, at Philadelphia. America's shift toward belligerency in World War I, however, brought *Alabama* out of the doldrums of the peacetime reserve at the beginning of 1917. On 22 January, she became receiving ship at Philadelphia, embarking drafts of recruits for training. In mid-March, the battleship moved south to the lower reaches of the Chesapeake Bay and began transforming landsmen into sailors. She took a brief respite from her rigorous training schedule on 6 April 1917 for the announcement of the United States' declaration of war on the Central Powers. Two days later, *Alabama* became flagship of Division 1, Atlantic Fleet. For the remainder of World War I, the warship conducted recruit training missions in the lower Chesapeake Bay and in the coastal waters of the Atlantic seaboard, though she made one visit to the Gulf of Mexico in late June and early July of 1918.

After the armistice on 11 November 1918, her recruit training duties continued but began to diminish somewhat in intensity. During February and March of 1919, the battleship steamed south to the West Indies for winter maneuvers. She returned to Philadelphia in mid-April for routine repairs before heading for Annapolis to embark Naval Academy midshipmen for their summer training cruise. On 28 and 29 May, *Alabama* made the short trip from Philadelphia to Annapolis. She left Annapolis on 9 June with 184 midshipmen embarked. During the first part of the cruise, *Alabama* visited the West Indies and made a trip through the Panama Canal and back. In mid-July, she voyaged to New York and the New England coast. August saw her return south for maneuvers at the drill grounds. *Alabama* disembarked the midshipmen at Annapolis at the end of August and returned to Philadelphia.

After more than nine months at Philadelphia lingering in a sort of naval purgatory, the battleship was finally decommissioned on 7 May 1920. On 15 September 1921, *Alabama* was transferred to the War Department to be used as a target, and her name was struck from the Navy list. Subjected to aerial bombing tests

in Chesapeake Bay by planes of the Army Air Service, the former warship sank in shallow water on 27 September 1921. On 19 March 1924, her sunken hulk was sold for scrap.

Alabama—a 69-foot motor boat built in 1906 at South Boston, Mass., by George Lawley and Sons—was inspected by the Navy in the summer of 1917. Records indicate that on 25 July 1917 the Navy concluded an agreement with her owners, the American and British Manufacturing Co., Bridgeport, Conn., for possible future acquisition of the boat. By the terms of that agreement, *Alabama*—assigned the designation SP-1052—was "enrolled in the Naval Coast Defense Reserve." All indications are, however, that *Alabama* never saw actual naval service, possibly remaining "enrolled" in a reserve capacity, since she does not appear on contemporary lists of commandeered, chartered, or leased small craft actually used by the Navy during World War I.

III

(BB-60: dp. 35,000; l. 680'; b. 108'2"; dr. 36'2"; s. 27.5 k.; cpl. 1,793; a. 9 16", 20 5"; 24 40mm., 22 20mm.; cl. *South Dakota*)

The third *Alabama* (BB-60) was laid down on 1 February 1940 by the Norfolk (Va.) Navy Yard; launched on 16 February 1942; sponsored by Mrs. Lister Hill, wife of the senior Senator from Alabama; and commissioned on 16 August 1942, Capt. George B. Wilson in command.

After fitting out, *Alabama* commenced her shakedown cruise in Chesapeake Bay on Armistice Day (11 November) 1942. As the year 1943 began, the new battleship headed north to conduct operational training out of Casco Bay, Maine. She returned to Chesapeake Bay on 11 January 1943 to carry out the last week of shakedown training. Following a period of availability and logistics support at Norfolk, *Alabama* was assigned to Task Group (TG) 22.2, and returned to Casco Bay for tactical maneuvers on 13 February 1943.

With the movement of substantial British strength toward the Mediterranean theater, to prepare for the invasion of Sicily, the Royal Navy lacked the heavy ships necessary to cover the northern convoy routes. The British appeal for help on those lines soon led to the temporary assignment of *Alabama* and *South Dakota* (BB-57) to the Home Fleet.

On 2 April 1943, *Alabama*—as part of Task Force (TF) 22—sailed for the Orkney Islands with her sister ship and a screen of five destroyers. Proceeding via Little Placentia Sound, Argentina, Newfoundland, the battleship reached Scapa Flow on 19 May 1943, reporting for duty with TF 61 and becoming a unit of the British Home Fleet. She soon embarked on a period of intensive operational training to coordinate joint operations.

Early in June, *Alabama* and her sister ship, along with British Home Fleet units, covered the reinforcement of the garrison on the island of Spitzbergen, which lay on the northern flank of the convoy route to Russia, in an operation that took the ship across the Arctic Circle. Soon after her return to Scapa Flow, she was inspected by Admiral Harold R. Stark, Commander, United States Naval Forces, Europe.

Shortly thereafter, in July, *Alabama* participated in Operation "Governor," a diversion aimed toward southern Norway, to draw German attention away from the real Allied thrust, toward Sicily. It had also been devised to attempt to lure out the German battleship *Tirpitz*, the sister ship of the famed, but short-lived, *Bismarck*, but the Germans did not rise to the challenge, and the enemy battleship remained in her Norwegian lair.

Alabama was detached from the British Home Fleet on 1 August 1943, and, in company with *South Dakota* and screening destroyers, sailed for Norfolk, arriving there on 9 August. For the next ten days, *Alabama* underwent a period of overhaul and repairs. This work completed, the battleship departed Norfolk on 20 August 1943 for the Pacific. Transiting the Panama Canal five days later, she dropped anchor in Havannah Harbor, at Efate, in the New Hebrides, on 14 September.

Following a month and a half of exercises and training, with fast carrier task groups, the battleship moved to Fiji on 7 November. *Alabama* sailed on 11 November to take part in Operation "Galvanic," the assault on the Japanese-held Gilbert Islands. She screened the fast carriers as they launched attacks on Jaluit and Mille atolls, Marshall Islands, to neutralize Japanese airfields located there. *Alabama* supported landings on Tarawa



Alabama (BB-60), 1 December 1942, in camouflage. Note trunked tower foremast and funnel, similar to that used in the design of the later *Iowa*-class battleships. (80-G-31553)

on 20 November and later took part in the securing of Betio and Makin. On the night of 26 November, *Alabama* twice opened fire to drive off enemy aircraft that approached her formation.

On 8 December 1943, *Alabama*, along with five other fast battleships, carried out the first Pacific gunfire strike conducted by that type of warship. *Alabama*'s guns hurled 535 rounds into enemy strongpoints, as she and her sister ships bombarded Nauru Island, an enemy phosphate-producing center, causing severe damage to shore installations there. She also took the destroyer *Boyd* (DD-544), alongside after that ship had received a direct hit from a Japanese shore battery on Nauru, and brought three injured men on board for treatment.

She then escorted the carriers *Bunker Hill* (CV-17) and *Monterey* (CVL-26) back to Efate, arriving on 12 December. *Alabama* departed the New Hebrides for Pearl Harbor on 5 January 1944, arrived on the 12th, and underwent a brief drydocking at the Pearl Harbor Navy Yard. After replacement of her port outboard propeller, and routine maintenance, *Alabama* was again underway to return to action in the Pacific.

Alabama reached Funafuti, Ellice Islands, on 21 January 1944, and there rejoined the fleet. Assigned to Task Group (TG) 58.2, which was formed around *Essex* (CV-9), *Alabama* left the Ellice Islands on 25 January to help carry out Operation "Flintlock," the invasion of the Marshall Islands. *Alabama*, along with sister ship *South Dakota* and the fast battleship *North Carolina* (BB-55), bombarded Roi on 29 January and Namur on 30 January; she hurled 330 rounds of 16-inch and 1,562 of 5-inch toward Japanese targets, destroying planes, airfield facilities, blockhouses, buildings, and gun emplacements. Over the following days of the campaign, *Alabama* patrolled the area north of Kwajalein Atoll. On 12 February 1944, *Alabama* sortied with the *Bunker Hill* task group to launch attacks on Japanese installations, aircraft and shipping at Truk. Those raids, launched on 16 and 17 February, caused heavy damage to enemy shipping concentrated at that island base.

Leaving Truk, *Alabama* began steaming toward the Marianas to assist in strikes on Tinian, Saipan and Guam. During this action, while repelling enemy air attacks on 21 February 1944, 5-inch mount no. 9 accidentally fired into mount no. 5. Five men died, and 11 were wounded in the mishap.

After the strikes were completed on 22 February, *Alabama* conducted a sweep looking for crippled enemy ships southeast of Saipan, and eventually returned to Majuro on 26 February 1944. There she served temporarily as flagship for Vice Admiral Marc A. Mitscher, Commander, TF 58, from 3 to 8 March.

Alabama's next mission was to screen the fast carriers as they hurled air strikes against Japanese positions on Palau, Yap, Ulithi, and Woleai, Caroline Islands. She steamed from Majuro on 22 March 1944 with TF 58 in the screen of *Yorktown* (CV-10). On the night of 29 March, about six enemy planes approached TG 58.3, in which *Alabama* was operating, and four broke off to attack ships in the vicinity of the battleship. *Alabama* downed one unassisted, and helped in the destruction of another.

On 30 March, planes from TF 58 began bombing Japanese airfields, shipping, fleet servicing facilities, and other installations on the islands of Palau, Yap, Ulithi and Woleai. During that day, *Alabama* again provided antiaircraft fire whenever enemy planes appeared. At 2045 on the 30th, a single plane approached TG 58.3, but *Alabama* and other ships drove it off before it could cause any damage.

The battleship returned briefly to Majuro, before she sailed on 13 April with TF 58, this time in the screen of *Enterprise* (CV-6). In the next three weeks, TF 58 hit enemy targets on Hollandia, Wakde, Sawar, and Sarmi along the New Guinea coast; covered Army landings at Aitape, Tanahmerah Bay, and Humboldt Bay; and conducted further strikes on Truk.

As part of the preliminaries to the invasion of the Marianas, *Alabama*, in company with five other fast battleships, shelled the large island of Ponape, in the Carolines, the site of a Japanese airfield and seaplane base. As *Alabama*'s Capt. Fred T. Kirtland subsequently noted, the bombardment, of 70 minutes' duration, was conducted in a "leisurely manner." *Alabama* then returned to Majuro on 4 May 1944 to prepare for the invasion of the Marianas.

After a month spent in exercises and refitting, *Alabama* again got under way with TF 58 to participate in Operation "Forager." On 12 June, *Alabama* screened the carriers striking Saipan. On 13 June, *Alabama* took part in a six-hour preinvasion bombardment of the west coast of Saipan, to soften the defenses and cover the initial minesweeping operations. Her spotting planes

reported that her salvoes had caused great destruction and fires in Garapan town. Though the shelling appeared successful, it proved a failure due to the lack of specialized training and experience required for successful shore bombardment. Strikes continued as troops invaded Saipan on 15 June.

On 19 June, during the Battle of the Philippine Sea, *Alabama* operated with TG 58.7, providing antiaircraft support for the fast carriers against attacking Japanese aircraft. The ships of TF 58 claimed 27 enemy planes downed during the course of the action which later came to be known as the "Marianas Turkey Shoot."

In the first raid that approached *Alabama*'s formation, only two planes managed to penetrate to attack her sistership *South Dakota*, scoring one bomb hit that caused minor damage. An hour later a second wave, composed largely of torpedo bombers, bore in, but *Alabama*'s barrage discouraged two planes from attacking *South Dakota*. The intense concentration paid to the incoming torpedo planes left one dive bomber nearly undetected, and it managed to drop its load near *Alabama*; the two small bombs were near-misses, and caused no damage.

American submarines sank two Japanese carriers and Navy pilots claimed a third carrier. American pilots and antiaircraft gunners had seriously depleted Japanese naval air power. Out of the 430 planes with which the enemy had commenced the Battle of the Philippine Sea, only 35 remained operational afterward.

Alabama continued patrolling areas around the Marianas to protect the American landing forces on Saipan, screening the fast carriers as they struck enemy shipping, aircraft, and shore installations on Guam, Tinian, Rota, and Saipan. She then retired to the Marshalls for upkeep.

Alabama—as flagship for Rear Admiral E. W. Hanson, Commander, Battleship Division 9—left Eniwetok on 14 July 1944, sailing with the task group formed around *Bunker Hill*. She screened the fast carriers as they conducted preinvasion attacks and support of the landings on the island of Guam on 21 July. She returned briefly to Eniwetok on 11 August. On 30 August she got underway in the screen of *Essex* to carry out Operation "Stalemate II," the seizure of Palau, Ulithi, and Yap. On 6 through 8 September, the forces launched strikes on the Carolines.

Alabama departed the Carolines to sail to the Philippines and provided cover for the carriers striking the islands of Cebu, Leyte, Bohol, and Negros from 12 to 14 September. The carriers launched strikes on shipping and installations in the Manila Bay area on 21 and 22 September, and in the central Philippines area on 24 September. *Alabama* retired briefly to Saipan on 28 September, then proceeded to Ulithi on 1 October 1944.

On 6 October 1944, *Alabama* sailed with TF 38 to support the liberation of the Philippines. Again operating as part of a fast carrier task group, *Alabama* protected the flattops while they launched strikes on Japanese facilities at Okinawa, in the Pescadores, and Formosa.

Detached from the Formosa area on 14 October to sail toward Luzon, the fast battleship again used her antiaircraft batteries in support of the carriers as enemy aircraft attempted to attack the formation. *Alabama*'s gunners claimed three enemy aircraft shot down and a fourth damaged. By 15 October, *Alabama* was supporting landing operations on Leyte. She then screened the carriers as they conducted air strikes on Cebu, Negros, Panay, northern Mindanao, and Leyte on 21 October 1944.

Alabama, as part of the *Enterprise* screen, supported air operations against the Japanese Southern Force in the area off Surigao Strait, then moved north to strike the powerful Japanese Central Force heading for San Bernardino Strait. After receiving reports of a third Japanese force, the battleship served in the screen of the fast carrier task force as it sped to Cape Engano. On 24 October, although American air strikes destroyed four Japanese carriers in the Battle off Cape Engano, the Japanese Central Force under Admiral Kurita had transited San Bernardino Strait and emerged off the coast of Samar, where it fell upon a task group of American escort carriers and their destroyer and destroyer escort screen. *Alabama* reversed her course and headed for Samar to assist the greatly outnumbered American forces, but the Japanese had retreated by the time she reached the scene. She then joined the protective screen for the *Essex* task group to hit enemy forces in the central Philippines before retiring to Ulithi on 30 October 1944 for replenishment.

Underway again on 3 November 1944, *Alabama* screened the fast carriers as they carried out sustained strikes against Japan-

ese airfields, and installations on Luzon to prepare for a landing on Mindoro Island. She spent the next few weeks engaged in operations against the Visayas and Luzon before retiring to Ulithi on 24 November.

The first half of December 1944 found *Alabama* engaged in various training exercises and maintenance routines. She left Ulithi on 10 December, and reached the launching point for air strikes on Luzon on 14 December, as the fast carrier task forces launched aircraft to carry out preliminary strikes on airfields on Luzon that could threaten the landings slated to take place on Mindoro. From 14 to 16 December, a veritable umbrella of carrier aircraft covered the Luzon fields, preventing any enemy planes from getting airborne to challenge the Mindoro-bound convoys. Having completed her mission, she left the area to refuel on 17 December; but, as she reached the fueling rendezvous, began encountering heavy weather. By daybreak on the 18th, rough seas and harrowing conditions rendered a fueling at sea impossible; 50 knot winds caused ships to roll heavily. *Alabama* experienced rolls of 30 degrees, had both her Vought "Kingfisher" floatplanes so badly damaged that they were of no further value, and received minor damage to her structure. At one point in the typhoon, *Alabama* recorded wind gusts up to 83 knots. Three destroyers, *Hull* (DD-350), *Monaghan* (DD-354), and *Spence* (DD-512), were lost to the typhoon. By 19 December, the storm had run its course; and *Alabama* arrived back at Ulithi on 24 December. After pausing there briefly, *Alabama* continued on to Puget Sound Naval Shipyard, for overhaul.

The battleship entered drydock on 18 January 1945, and remained there until 25 February. Work continued until 17 March, when *Alabama* got underway for standardization trials and refresher training along the southern California coast. She got underway for Pearl Harbor on 4 April, arrived there on 10 April, and held a week of training exercises. She then continued on to Ulithi and moored there on 28 April 1945.

Alabama departed Ulithi with TF 58 on 9 May 1945, bound for the Ryukyus, to support forces which had landed on Okinawa on 1 April 1945, and to protect the fast carriers as they launched air strikes on installations in the Ryukyus and on Kyushu. On 14 May, several Japanese planes penetrated the combat air patrol to get at the carriers; one crashed Vice Admiral Mitscher's flagship. *Alabama*'s guns splashed two, and assisted in splashing two more.

Subsequently, *Alabama* rode out a typhoon, on 4 and 5 June, suffering only superficial damage while the nearby heavy cruiser *Pittsburgh* (CA-70) lost her bow. *Alabama* subsequently bombarded the Japanese island of Minami Daito Shima, with other fast battleships, on 10 June 1945 and then headed for Leyte Gulf later in June to prepare to strike at the heart of Japan with the 3d Fleet.

On 1 July 1945, *Alabama* and other 3d Fleet units got underway for the Japanese home islands. Throughout the month of July 1945, *Alabama* carried out strikes on targets in industrial areas of Tokyo and other points on Honshu, Hokkaido, and Kyushu; on the night of 17 and 18 July, *Alabama*, and other fast battleships in the task group, carried out the first night bombardment of six major industrial plants in the Hitachi-Mito area of Honshu, about eight miles northeast of Tokyo. On board *Alabama* to observe the operation was retired Rear Admiral Richard E. Byrd, the famed polar explorer.

On 9 August, *Alabama* transferred a medical party to the destroyer *Ault* (DD-698), for further transfer to the destroyer *Borie* (DD-704). The latter had been kamikazied on that date and required prompt medical aid on her distant picket station.

The end of the war found *Alabama* still at sea, operating off the southern coast of Honshu. On 15 August 1945, she received word of the Japanese capitulation. During the initial occupation of the Yokosuka-Tokyo area, *Alabama* transferred detachments of marines and bluejackets for temporary duty ashore; her bluejackets were among the first from the fleet to land. She also served in the screen of the carriers as they conducted reconnaissance flights to locate prisoner-of-war camps.

Alabama entered Tokyo Bay on 5 September to receive men who had served with the occupation forces, and then departed Japanese waters on 20 September. At Okinawa, she embarked 700 sailors—principally members of Navy construction battalions (or "Seabees")—for her part in the "Magic Carpet" operations. She reached San Francisco at mid-day on 15 October, and on Navy Day (27 October 1945) hosted 9,000 visitors. She then shifted to San Pedro, Calif., on 29 October. *Alabama* remained

at San Pedro through 27 February 1946, when she left for the Puget Sound Naval Shipyard for inactivation overhaul. *Alabama* was decommissioned on 9 January 1947, at the Naval Station, Seattle, and was assigned to the Bremerton Group, United States Pacific Reserve Fleet. She remained there until struck from the Naval Vessel Register on 1 June 1962.

Citizens of the state of Alabama had formed the "USS *Alabama* Battleship Commission" to raise funds for the preservation of *Alabama* as a memorial to the men and women who served in World War II. The ship was awarded to that state on 16 June 1964, and was formally turned over on 7 July 1964 in ceremonies at Seattle. *Alabama* was then towed to her permanent berth at Mobile, Ala., arriving in Mobile Bay on 14 September 1964.

Alabama received nine battle stars for her World War II service.

IV

(SSBN-731: dp. 16,000 (surf.), 18,750 (subm.); l. 560'; b. 42'; dr. 35.5'; s. 20 + k.; cpl. 133; a. 24 Trident mis., 4 21" tt; cl. *Ohio*)

The fourth *Alabama* (SSBN-731) was laid down on 14 October 1980 at Groton, Conn., by the Electric Boat Division of the General Dynamics Corp.; launched on 19 May 1984; sponsored by Mrs. Barbara E. Dickinson; and commissioned at the Submarine Base, New London, on 25 May 1985, Capt. Wade H. Taylor (Blue Crew) and Capt. Malcolm S. Wright (Gold Crew) in command.

The nuclear-powered fleet ballistic missile submarine (FBM) departed the Connecticut coast three days later to conduct her shakedown cruise off the coast of Florida. The Blue Crew completed its shakedown training late in July, and the warship stopped at Port Canaveral, Fla., on the 22d for the Gold Crew to take over for its cruise. At the conclusion of the Gold Crew's shakedown training late in October, the Blue Crew came on board again at New London on the 20th to take *Alabama* back to the yard at Electric Boat for post-shakedown availability. Those repairs occupied the warship until mid-December when she completed sea trials in Narragansett Bay.

Alabama enjoyed a brief holiday standdown from 22 to 31 December and then got underway on New Year's Day 1986 for sound trials in the Bahamas. She completed that assignment on 30 January and shaped a course for her namesake state. The ballistic missile submarine visited Mobile, Ala., between 2 and 11 February before heading for the Panama Canal. She passed through the canal on the 17th and arrived in Bangor, Wash., on 6 March. The warship remained at Bangor, where she exchanged crews, until 13 April when she put to sea for independent ship's exercises. *Alabama* operated out of Bangor until mid-May when she embarked upon her first deterrent patrol. Operating from the Pacific Northwest, the ballistic missile submarine carried out four deterrent patrols during the last seven months of 1986. As of the beginning of 1987, however, she was undergoing refit at Pearl Harbor, Hawaii.

Alabaster

A soft, translucent, white or delicately shaded form of gypsum used for vases or statuettes.

(PYc-21: dp. 230; l. 143'; b. 23'5"; dr. 12'5"; s. 14.5 k.; cpl. 48; a. 1 3", 2 .50-cal. mg., 2 dct.)

Ronaele—a yacht built in 1932 at Camden, N.J., by the Mathis Yacht Building Co.—was acquired by the Navy on 3 January 1942; renamed *Alabaster* on 13 January 1942 and simultaneously classified a coastal patrol yacht and designated PYc-21; converted by the Philadelphia Navy Yard for naval service; and commissioned on 31 January 1942, Lt. Comdr. A. F. Edel, USNR, in command.

Assigned to the Inshore Patrol and based at the section base at Cape May, N.J., *Alabaster* began patrolling the coast of the United States from Delaware Bay to Chesapeake Bay early in February and continued that assignment through the remainder of 1942 and most of 1943. In September 1943, the Navy decided to convert the vessel to an antisubmarine warfare (ASW) training platform. She spent the next two months in the Philadelphia Navy Yard receiving the modifications needed to prepare her to carry out her new mission. On 30 November, she stood out of

Philadelphia, bound for the Naval Air Station, Quonset Point, R.I. The following day, the patrol yacht reported for duty with the Commander, Antisubmarine Development, Atlantic Fleet, at Quonset Point and began a month of training to ready her crew for the new assignment.

On 5 January 1944, she completed her training and received orders to report to the Commander, Eastern Sea Frontier, for routing to the Canal Zone. *Alabaster* departed Cape May on 10 January and steamed—via Charleston, Miami, and Guantanamo Bay—to Balboa, Canal Zone, where she arrived on the 25th. The ship reported for duty with the 7th Fleet and got underway on 1 February with an oil tanker bound for Australia. The patrol yacht entered port at Cairns, Australia, on St. Patrick's Day, but put to sea again on 25 March. The little warship arrived in Milne Bay, New Guinea, where she remained for about three months instructing Navy men in the use of various ASW devices. In mid-June, she moved to Seeadler Harbor at Manus in the Admiralty Islands where she resumed ASW training duties. On 19 October, she departed Manus to return to New Guinea and dropped anchor at Hollandia on the 21st. She remained at that base until the end of January 1945, providing ASW training services and making emergency repairs to radar and sonar equipment. On 31 January 1945, she weighed anchor and shaped a course for the Philippines. *Alabaster* arrived in San Pedro Bay, Leyte, on 6 February and resumed her previous training and repair missions.

The end of the war in mid-August 1945 found her still at Leyte, and she was then declared surplus to the needs of the Navy. The yacht cleared San Pedro Bay to return to the United States. Steaming via Eniwetok and Pearl Harbor, *Alabaster* entered port at San Pedro, Calif., on 25 October. She remained anchored in the bay at San Pedro until decommissioned on 17 December 1945. Her name was struck from the Navy list on 21 January 1946; and, on 9 April 1947, she was sold to Mr. Lyman A. Whitney, of San Diego.

Alacrity

I

(MB: t. 101; l. 118'0"; b. 15'0"; dr. 5'1" (mean); s. 14 k.; cpl. 16; a. 1 3-pdr., 1 1-pdr., 2 mg., 1 dep. (Y gun))

The first *Alacrity* (SP-206)—a motorboat constructed in 1910 at Wilmington Del., by Pusey & Jones—was acquired by the Navy on 28 April 1917 under a free lease from Mr. John H. Blodgett and was placed in commission on 30 May 1917 at Boston, Mass., Ens. Courtland W. Babcock, USNR, in command.

Assigned to the 1st Naval District section patrol, *Alacrity* spent World War I conducting patrols from the Boston and Provincetown section bases. Following the armistice in November 1918, the motorboat continued naval service until she was finally returned to her owner on 28 April 1919, the second anniversary of her acquisition. Her name was struck from the Navy list that same day.

II

(PG-87: dp. 1,375 (f.); l. 205'0"; b. 33'0"; dr. 14'7"; s. 16.5 k. (tl.); cpl. 90; a. 2 3", 4 20mm., 4 dep., 1 dep. (hh.), 2 dct.; cl. *Action*)

The second *Alacrity* (PG-87)—a gunboat constructed in Collingwood, Ontario, Canada, by the Collingwood Shipyard, Ltd.—was acquired by the United States Navy on 6 January 1942; launched on 4 September 1942; and commissioned at Collingwood on 10 December 1942, Lt. H. M. Godsey, USNR, in command.

By 31 December, the gunboat had moved to Sorel, Quebec, where she remained into March 1943. On the 3d, she got underway to descend the St. Lawrence River, bound ultimately for Boston, Mass. On 5 March, she stopped at Quebec and remained there for two months. *Alacrity* resumed her voyage on 5 May and arrived at the Boston Navy Yard Annex on the 12th. She remained there until sometime in mid-July, when she sailed for Bermuda and shakedown training in the waters surrounding that island group. She completed shakedown on 15 August and arrived in New York three days later. After a round-trip voyage apiece to Norfolk, Va., and Boston, *Alacrity* entered the navy yard at Boston for post-shakedown repairs on 21 September.

She got underway again on 25 September and began escorting ships between New York and the Caribbean. For the next eight months, the gunboat screened coastwise merchant traffic on the New York-to-Guantanamo Bay circuit. Early in May 1944, she added Key West, Fla., to her itinerary but, soon thereafter, resumed her New York-Guantanamo Bay shuttles exclusively. In May 1945, she ceased voyages to Cuba when she was reassigned from the Atlantic Fleet to the Eastern Sea Frontier. For the remainder of the war, *Alacrity* served along the east coast—first at Staten Island, then at New York, and—by mid-July—at Charleston, S.C. By 1 August 1945—although still based at Charleston—she had been reassigned to the 6th Naval District. She was still at Charleston when placed out of commission on 4 October 1945. Her name was struck from the Navy list on 24 October 1945. She was transferred to the War Shipping Administration on 22 September 1947 for final disposition.

III

(MSO-520: dp. 934; l. 190'; b. 36'; dr. 12'; s. 15 k.; cpl. 83; a. 1 40mm., 2 .50-cal. mg.; cl. *Ability*)

The third *Alacrity* (MSO-520) was laid down on 5 March 1956 at Sturgeon Bay, Wis., by the Peterson Builders, Inc.; launched on 8 June 1957; sponsored by Mrs. Henry J. Armstrong, the wife of Capt. Armstrong, the chief of staff and aide to the Commandant of the 9th Naval District; ferried to Boston via the Great Lakes and the St. Lawrence River; fitted out at the Boston Naval Shipyard; and commissioned there on 1 October 1958, Lt. Theodore W. Pstrak in command.

The following month, *Alacrity* moved south to Charleston, S.C., whence she conducted shakedown training before becoming a unit of the Atlantic Fleet Mine Force. The minesweeper began operations in the western Atlantic and in the West Indies. Those duties occupied her time until late in 1960 when she embarked upon her first deployment to the Mediterranean Sea. After her return from duty with the 6th Fleet late in the spring of 1961, she resumed normal operations along the east coast and in the West Indies. That employment lasted until February of 1964 at which time *Alacrity* headed back to the Mediterranean. Her arrival back on the east coast late in the summer of 1964 brought more duty in the western Atlantic. In February 1965, the minesweeper began a four-month tour of duty in the West Indies.

Near the end of that assignment, in late April 1965, civil war erupted in the Dominican Republic, as supporters of exiled President Juan Bosch instituted a military uprising to seize power from the ruling civilian junta. The resultant strife—the city of Santo Domingo became a battleground—saw the commitment of American marines and paratroopers; *Alacrity* spent almost the entire month of May helping to evacuate foreign nationals and supporting the troops of an inter-American force sent to restore order.

While operating in the western Atlantic and the West Indies, *Alacrity* frequently conducted tests for the Naval Ordnance Laboratory Test Facility located at Fort Lauderdale, Fla., and served as a training platform for students at the Mine Warfare School. Those duties, as well as refresher training and independent ship's exercises, occupied her from the beginning of 1966 into the spring of 1969. On 8 May 1969, *Alacrity* put to sea, once more bound for



Alacrity (MSO-520) off the Charleston Naval Shipyard, 17 April 1959. (NH 96626)

the Mediterranean. After five months with the 6th Fleet engaged in training exercises and port visits, the minesweeper headed back to the United States on 11 October. She reaches Charleston on 30 October. Then, except for 12 days underway for special operations at the beginning of December, the warship spent the remainder of the year in port at Charleston.

In 1970, *Alacrity* conducted exercises out of her home port until mid-June. On the 17th of that month, she entered Avondale Shipyards, Inc., for a regular overhaul. The minesweeper completed repairs and left New Orleans on 1 December. She returned to Charleston on the 6th and, after holiday leave and upkeep, resumed normal operations. After seven months of exercises, drills, and inspections out of Charleston, *Alacrity* headed back toward the Mediterranean on 2 August. She entered the "Middle Sea" late in August and spent September and the first week in October steaming in the western Mediterranean and making port visits. *Alacrity* returned to Rota, Spain, on 7 October and two days later sailed for the United States. She returned to Charleston on 27 October and, except for a week at sea for special operations in the middle of December, spent the remainder of the year in her home port.

On 10 January 1972, *Alacrity* departed Charleston for an eight-day, cold weather, amphibious exercise off the shores of Maine. By the end of January, the minesweeper was back in Charleston and, in February, resumed normal operations. In April, she interrupted her schedule to provide support for the Apollo 16 moon shot. She resumed operations out of Charleston late in April and remained so occupied almost until the end of the year. Early in December, she returned to the vicinity of Port Canaveral, Fla., to assist in gathering data during the Apollo 17 moon shot. *Alacrity* concluded that duty at Charleston on 8 December and remained in port for the rest of 1972.

The warship spent the first four months of 1973 working out of Charleston. On 10 May, she entered Detyen's Shipyard in Mount Pleasant, S.C., for modifications. On 1 June 1973, *Alacrity* was redesignated AG-520. She left Detyen's Shipyard on 23 July and returned to the Naval Station, Charleston, where she remained until 5 August. On that day, the ship headed south to Jacksonville, Fla., where she began further alterations at the Atlantic Drydock Co. on 7 August. The changes were completed by 19 October, and *Alacrity* returned to Charleston to prepare for refresher training. During November and early December, she conducted refresher training in the West Indies before returning to Charleston on the 10th to begin the annual holiday leave and upkeep period.

Alacrity began 1974 engaged in normal operations which kept her busy until midsummer. On 16 July, she stood out of Charleston and embarked upon the final Mediterranean deployment of her active career. The minesweeper operated with the 6th Fleet conducting training evolutions and port visits until the end of November. She departed Rota on 30 November and arrived back in Charleston on 20 December. The ship continued in active service for another 33 months. Throughout that period, she operated in the western Atlantic and in the West Indies on training missions and test-and-evaluation assignments. On 30 September 1977, *Alacrity* was placed out of commission at Charleston, and her name was struck from the Navy list that same day. In December of 1979, she was sold to the Ampol Corp. for scrapping.

Alamance

A county in the state of North Carolina.

(AKA-75: dp. 14,160; l. 459'2"; b. 63'; dr. 26'4"; s. 16.5 k.; cpl. 243; a. 1 5", 8 40mm., 16 20mm.; cl. *Tolland*; T. C2-S-AJ3)

Alamance (AKA-75) was laid down under a Maritime Commission contract (MC hull 1405) on 15 September 1944 at Wilmington, N.C., by the North Carolina Shipbuilding Co.; launched on 11 November 1944; sponsored by Mrs. Carl T. Durham; acquired by the Navy on 22 December 1944; and placed in commission on that same day, Comdr. Otto John Stein in command.

Following shakedown in the Chesapeake Bay area, the attack cargo ship got underway for the Pacific theater on 12 February 1945. She transited the Panama Canal on the 18th and proceeded to Pearl Harbor. Upon arriving there, the vessel reported to Transport Division 65 for duty. During the remainder of World War II, *Alamance* shuttled cargo and personnel from Pearl Har-

bor to ports in the Philippines, Eniwetok, Saipan, Palau Islands, and Ulithi.

During the last month of the war, the ship operated out of Pearl Harbor on amphibious training exercises. On 1 September, she sailed for the Marianas where she joined a convoy transporting occupation forces to Japan. She arrived at Sasebo on the 22d and discharged personnel and equipment of the 5th Marine Division. She then steamed on to Lingayen Gulf to load more troops.

Alamance returned to Sasebo on 18 October. After the embarked Army troops left the ship, she began the long journey back to American waters, stopping at Buckner Bay, Okinawa, en route, before continuing on to the west coast. The ship reached Portland, Oreg., on 14 November. A period of repair work was begun.

Returning to duty in early 1946, *Alamance* touched back at Pearl Harbor on 26 January. For the remainder of her naval career, she transported personnel from the various island bases to Pearl Harbor for eventual routing on to the United States in other ships.

Alamance, herself, returned to the west coast of the United States in April. She transited the Panama Canal once again and finally anchored at Norfolk, Va., on 13 May. The ship was placed out of commission at the Norfolk Naval Shipyard, Portsmouth, Va., on 25 June 1946; she was returned to the Maritime Commission for disposal. Her name was struck from the Navy list on 19 July 1946.

Alameda

(MB: l. 65'; b. 15'6"; dr. 7' (aft); s. 9 k.; cpl. 9)

Alameda (SP-1040)—a motorboat built in 1917 by the Western Boat Building Co.—was inspected for service on the section patrol in the spring of 1917. Apparently she was never taken over by the Navy for no records have been found to substantiate her acquisition or service.

(ScStr: dp. 5,000; l. 332.5'; b. 41'; dr. 22½'; s. 15 k.)

During World War I, *Alameda* (Id. No. 1432)—a screw steamer built in 1883 at Philadelphia, Pa., by William Cramp & Sons—was inspected in the 13th Naval District, but apparently was never acquired by the Navy.

I

(Fuel Ship: dp. 14,450 (n.); l. 446'0"; b. 58'0" (wl.); dr. 25'6" (mean); s. 11 k.; cpl. 87; a. 2 5")

The first *Alameda*—a fuel ship—was laid down on 16 December 1918 at Philadelphia, Pa., by William Cramp & Sons for the United States Shipping Board (USSB); launched on 15 July 1919; sponsored by Mrs. Richard G. Widdows; acquired by the Navy from USSB on 17 October 1919; and commissioned that same day at the Philadelphia Navy Yard, Comdr. Malcolm P. Nash, USNRf, in command.

Soon after commissioning, *Alameda* was assigned to the Naval Overseas Transportation Service (NOTS). She embarked upon her first voyage—to Port Arthur, Tex.—took on a cargo of oil at that Gulf of Mexico port—and headed back to the Atlantic coast. She entered port at Norfolk on 27 November and underwent repairs there until 5 December. After visiting Boston and New York, she departed the latter port on 29 December and once again headed for Port Arthur. She stopped at Charleston for engine repairs between 2 and 11 January 1920, then resumed her voyage to the gulf coast, and arrived at Port Arthur on 16 January. Since no fuel oil was available at that time, she headed back to Hampton Roads on the 23d without a cargo. The fuel ship arrived at Norfolk on 29 January and began another round of engine repairs.

Alameda departed Hampton Roads on 11 February and arrived at Port Arthur on the 18th. There, she loaded a cargo of fuel oil in preparation for her first transatlantic voyage. On the 21st, she set sail for the British Isles. She entered port at Clyde, Scotland, on 13 March and remained there until the 24th when she headed back toward the Texas coast. The fuel ship reached

Port Arthur on 16 April and began loading another cargo of fuel oil. Upon completing that evolution, she put to sea bound for Norfolk where she arrived on 2 May. She underwent 10 days of repairs at Norfolk before heading for New York on the 12th. She entered port on the following day and began fueling ships of the Atlantic Fleet. Four days later, she departed New York and headed back to Norfolk for additional repairs. On 1 June, *Alameda* exited the Chesapeake Bay and shaped a course back to Port Arthur. Arriving at the latter port on the 6th, she loaded fuel oil and then put to sea bound for Glasgow, Scotland. Later that summer, the Navy adopted the alphanumeric system of hull designations; and *Alameda* became AO-10.

Alameda continued to serve with NOTS for the remainder of her brief naval career. In addition to operations between Port Arthur and east coast ports, she also made further voyages across the Atlantic to support American warships operating in European waters. On 19 November 1921, while steaming about 30 miles off Cape Henry, Va., she suffered an explosion in her fireroom. She was abandoned when firefighting efforts proved fruitless. The fuel ship remained afloat, however, and was towed into Norfolk, Va., on the 20th. There she remained until formally decommissioned on 29 March 1922. Her name was struck from the Navy list on 8 August 1922, and she was sold to the Newport Engine Co., of Washington, D.C., on 9 August 1922.

The name *Alameda* and the classification AP-68 was approved for assignment to the Oceanic Steamship Company SS *Monterey* on 22 August 1942, in light of the recent acquisition of the ship for use as a transport. The ship, however, was returned to the War Shipping Administration on 25 September 1942 and thus never served under that name.

Alameda County

A county in west central California, located on the eastern shore of San Francisco Bay.

(LST-32: dp. 4,080 (lim.); l. 328'0"; b. 50'0"; dr. 14'1"; s. 11.6 k. (tl.); cpl. 119; trp. 147; a. 8 40mm.; cl. LST-1)

LST-32 was laid down on 17 February 1943 at Pittsburgh, Pa., by the Dravo Corp.; launched on 22 May 1943; sponsored by Miss Dorothy M. Manko; and commissioned on 12 July 1943, Lt. Gardner P. Mulloy in command.

After commissioning, LST-32 served as a training platform in Chesapeake Bay until March of 1944 when she crossed the Atlantic Ocean and entered the Mediterranean Sea. On 1 April, while proceeding in a convoy from the Algerian coast to the island of Majorca, she and her consorts endured a low level attack by a formation of three German twin-engine bombers. Antiaircraft fire splashed one of them and drove off the other two. The ship operated into the summer with the task group that resupplied the Anzio beachhead. Early in August, she prepared for the invasion of southern France and, during the landings on 15 August, was among the LSTs off the Iles d'Hyeres as senior radar ship. She sent two separate radar units ashore on Ile Port Cros, one on the 15th and the second on the following day.

LST-32 spent the next 10 months carrying supplies and munitions between various ports in the Mediterranean. In January 1945, she lifted British troops to Greece to help suppress a communist attempt to take over the government. On the return trip, the vessel rescued about 100 survivors from the Greek ship SS *Ionia* wrecked in a storm. She later transported prisoners, elements of the French Foreign Legion, railroad cars, and other vehicles between ports in Italy, France, and North Africa before returning to the United States at New York in July 1945.

The ship then moved to Norfolk to undergo repairs and alterations preparatory to her transfer to the war in the Pacific. However, the Japanese capitulation in mid-August caused both alterations and reassignment to be cancelled. Instead, LST-32 remained in the Atlantic Fleet until July 1946 when she was decommissioned and placed in reserve at Green Cove Springs, Fla.

Reactivated as a part of the Navy's expansion of its active fleet following the communist invasion of South Korea, the ship was recommissioned on 7 March 1951, Lt. John W. Leonard in command and operated with the Atlantic Fleet Amphibious Force

until reassigned to the Atlantic Fleet Naval Air Force in April of 1953. By September, she was operating out of Naples, Italy, serving as an advanced base support ship with Air Logistics Support Division 2. With the exception of occasional voyages to the United States for alterations and repairs, LST-32 operated in the Mediterranean Sea for the remainder of her active Navy career providing the 6th Fleet with the capability of establishing forward NATO air bases anywhere in the Mediterranean on short notice. On 1 July 1955, she received the name *Alameda County*.

Most of her missions consisted of training evolutions and exercises, but once she had the opportunity to put all that practice to use. Late in October 1956, Israel, Britain, and France retaliated against Egypt after the latter country had seized the Suez Canal. In response to the crisis, *Alameda County* moved to Suda Bay, Crete, and had an emergency air base in operation by 22 November. From then until 4 December, she staged United Nations forces into the troubled area while evacuating Americans and other foreign nationals.

Soon thereafter, she resumed normal operations out of Naples. On 28 September 1957, the ship was redesignated AVB-1. In July 1958, *Alameda County* again demonstrated her capabilities when United States Marine Corps forces landed in Lebanon to help stabilize the volatile situation in that country. She returned to Suda Bay on 14 July and spent the next three months housing, feeding, rearming, and refuelling the air squadrons flying support missions for the marines in Beirut. The landing force departed Lebanon in October, and *Alameda County* resumed her drills and exercises out of Naples. On 25 June 1962, *Alameda County* was decommissioned at Naples; and her name was struck from the Navy list on 30 June 1962. She was sold to the Government of Italy on 20 November 1962. She served the Italian Navy as *Anteo* (A 5306) into the mid-1980's.

Alameda County earned two battle stars during World War II as LST-32.

Alamingo

The name of a Delaware Indian village founded circa 1754 and probably located on the Susquehanna River in Pennsylvania.

(YTB-227: dp. 410; l. 110'0"; b. 27'0"; dr. 11'4"; s. 12 k.; cpl. 12; a. 2 .50-cal. mg.; cl. *Cahto*)

Alamingo (YT-227) was laid down on 13 April 1944 at Camden, N.J., by the Mathis Yacht Building Co.; reclassified a large harbor tug and redesignated YTB-227 on 15 May 1944; launched on 21 October 1944; and placed in service on 19 February 1945.

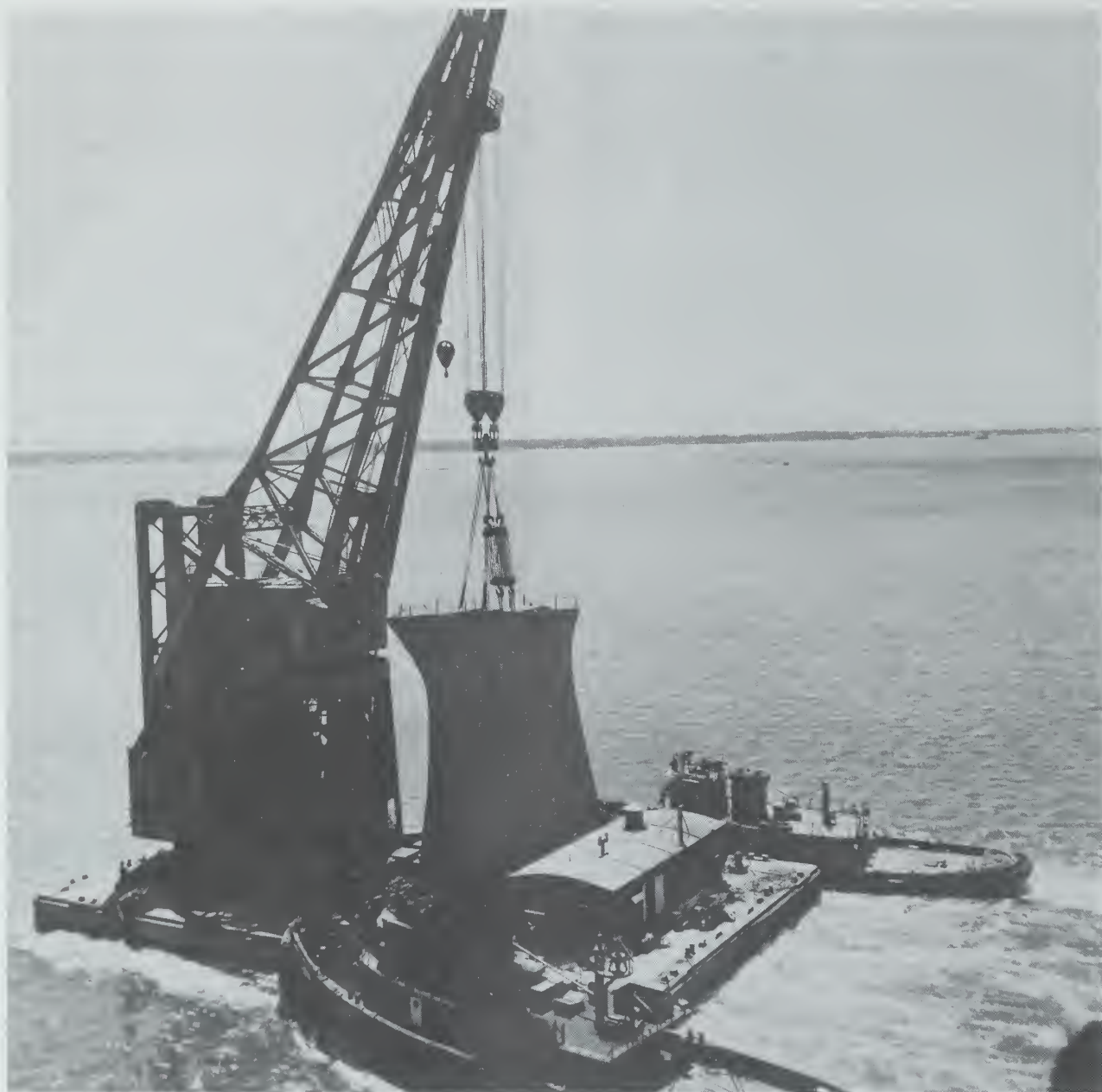
Initially assigned to the 7th Naval District, *Alamingo* plied the coastal waters of Florida until sometime in 1947. At that time, she was transferred to the 5th Naval District and based at Norfolk, Va. After almost a decade of service in the Chesapeake Bay area, the large harbor tug was reassigned to the 3d Naval District late in 1956. She spent the remaining years of her naval career operating in and around New York. In February 1962, *Alamingo* was reclassified a medium harbor tug and was redesignated YTM-227. Her name was stricken from the Navy list in September 1964.

Alamo

The Alamo was a Spanish mission built in the mid-18th century in what is now San Antonio, Tex. In 1836, the Alamo became a fort when Texas declared its independence from Mexico. It was garrisoned by a small force of volunteers under the command of Lt. Col. William B. Travis. The siege of the Alamo by a Mexican army of several thousand soldiers began on 23 February 1837, but failed to rout the determined Texans until 6 March. A massive assault by the Mexicans breached the walls, and the defenders stood their ground in furious hand-to-hand combat until they were killed to the last man.

(LSD-33: dp. 11,270; l. 510'; b. 84'; dr. 19'; s. 21 k.; cpl. 756; a. 12 3"; cl. *Thomaston*)

Alamo (LSD-33) was laid down on 11 October 1954 at Pascagoula, Miss., by the Ingalls Shipbuilding Corp.; launched on 20



Alamingo (YTB-227) and *Aphola* (YTB-502) push a barge mounting a large derrick; the bow section belongs to the incomplete *Kentucky* (BB-66), which was later used to repair the damaged *Wisconsin* (BB-64), May 1956. (80-G-670850)

January 1956; sponsored by Mrs. Daniel V. Gallery, the wife of Rear Admiral Daniel V. Gallery; and commissioned on 24 August 1956, Capt. James L. Semmes in command.

After commissioning, the ship briefly visited Galveston, Tex., then headed for Norfolk, Va., to complete her outfitting and initial loading. On 13 October, the dock landing ship sailed for the west coast. After transiting the Panama Canal, she reached San Diego, her home port, and joined the Amphibious Forces, Pacific Fleet. The ship held amphibious exercises and acceptance trials off San Diego in February 1957. Further training exercises occupied her until 29 May, when she got underway for the Marshall Islands. *Alamo* paused at Pearl Harbor from 6 to 8 June to load amphibious craft; then continued on to the Marshall Islands. She discharged the craft at Eniwetok on the 14th and, for the next 10 days, provided shuttle service between Eniwetok and Bikini Atolls. *Alamo* put to sea from Bikini on 22 June and

steamed by way of Pearl Harbor to San Diego where she loaded landing craft, tugs, and spare parts before sailing for Pearl Harbor on 23 July. There, on 6 August, she embarked marines and their equipment and put to sea for participation in Operation "Tradewinds," conducted in the area of Lahaina Roads, Maui. *Alamo* returned from this exercise on the 15th; then left Pearl Harbor four days later to return to San Diego.

On 24 September, *Alamo* began a voyage to the western Pacific (WestPac). She repeated her pattern of loading equipment at Pearl Harbor for transport to Eniwetok. *Alamo* then shuttled equipment between Eniwetok, Utirik, Kwajalein, and Ujelang Atolls. A voyage to Yokohama, Japan, where she arrived on 17 November, interrupted that duty. *Alamo* cleared that port on 21 November to resume her shuttling service in the Marshalls before returning to San Diego on 15 December.

The beginning of 1958 brought more training and upkeep. On 8

March, *Alamo* headed for Pearl Harbor, where she joined a fast transport group for a series of amphibious force landing and salvage exercises at Kauai. The ship departed Pearl Harbor on 7 April and reached San Diego on the 14th. Ten days later, she entered the Mare Island Naval Shipyard for an overhaul and returned to her home port on 31 July to begin two and one-half months of refresher training. On 10 October, *Alamo* sailed for Japan. After loading landing craft at Yokosuka, *Alamo* headed to Kaohsiung, Taiwan. At that port, the ship conducted amphibious training with units of the Nationalist Chinese Navy until 2 December 1958. She then steamed for independent ship exercises off Okinawa and stopped at Naha to load the men and equipment of Marine Transport Squadron 163 for transportation to Yokosuka. For the next two months, *Alamo* shuttled various Marine Corps units between Yokosuka and Okinawa, terminating her last voyage of this duty at Naha on 11 February 1959. Three days later she pushed on to Sasebo, Japan, but again got underway for home on 23 February and paid visits to Adak and Kodiak, Alaska, and San Francisco, Calif., before reaching San Diego on 12 March.

Following a round-trip run to Astoria, Oreg.,—from 17 to 25 April—to deliver a load of small craft, she took part in exercises with other units of Amphibious Squadron 3 off Coronado, followed by Operation "Twin Peaks," held off the California coast from 18 May to 5 June. Late in September, *Alamo* sailed for the Far East. The ship visited Kaohsiung, Taiwan; Yokosuka, Iwakuni, Kagoshima, and Shimazu, Japan; Naha, Okinawa; Hong Kong; Subic Bay, Philippines; and Buckner Bay, Okinawa. After touching at Pearl Harbor, she arrived at San Diego on 3 May 1960. From 25 July to 1 November, the ship was overhauled at the Todd Shipyard, Seattle, Wash., and, from 14 November to 9 December, she went through refresher training.

The vessel began 1961 with amphibious refresher training at San Diego and devoted most of the first half of the year to training and gunnery exercises, naval reserve training cruises, and Operation "Greenlight Phase III." On 17 June, she got underway for another WestPac deployment. Upon her arrival at Subic Bay, *Alamo* joined the 7th Fleet's Amphibious Ready Group (ARG) and shuttled Marine Corps units to Buckner Bay. She took part in Operation "Warm-Up" off the northwest coast of Okinawa from 13 to 20 October. A visit to Hong Kong followed before the ship returned to Subic Bay and began preparations for her voyage back to the United States. She got underway early in December and arrived at San Diego on the 16th.

Alamo remained there until 6 March 1962, when she got underway for San Francisco and the Todd Shipyard for her first interim overhaul. Six weeks later, she returned to San Diego. Local operations occupied her until 16 October when she got underway for the Far East with Amphibious Squadron 3. En route, several ships of the squadron were diverted to the Caribbean in response to the Cuban crisis, and *Alamo* was held in Hawaii on a standby basis. On 17 November, she sailed for typhoon-stricken Guam with emergency supplies. After a two-day stop in Guam to unload supplies, the vessel proceeded to Subic Bay. Local operations off San Miguel were held before the ship sailed to Hong Kong for the Christmas holidays.

The ship visited Manila during the New Year's holiday in 1963; then returned to Subic Bay. In January, she took part in Operation "Jungle Drum II" in Thailand and then spent two days in Bangkok. Her next assignment took her to the flood-stricken island of Mindanao in the Philippines. The month of March was taken up by Operation "Silver Blade" off Taiwan. After three weeks of restricted availability at Subic Bay, *Alamo* sailed on 20 April for Yokosuka. The ship finally reached San Diego on 11 May. Following a period of upkeep and training, she got underway for four weeks of operations in the Pacific Northwest with units of Amphibious Squadron 7 and Army Reserve units. Visits to Seattle, Wash., and Portland, Oreg., preceded her return to San Diego on 6 September. In mid-September, the ship entered the Bethlehem Steel Co. shipyard, Long Beach, Calif., to begin an overhaul which was completed barely in time for her to get back home for the Christmas holidays.

A period of upkeep and refresher training kept the crew busy through March 1964. In April, *Alamo* proceeded north to assist the earthquake-stricken region around Kodiak, Alaska. She returned to San Diego in May and took part in Operation "Pine Tree." Then, after several weeks of preparations, *Alamo* departed San Diego on 18 June, bound for the Far East. Upon reaching Pearl Harbor, she was involved in Operation "Tool Box" and had a period of leave and upkeep before sailing for Okinawa

on 9 July. *Alamo* returned to Subic Bay on the last day of July. On 5 August, she sailed with Marine Corps Battalion Landing Team (BLT) 3/1 embarked for patrol duties off the coast of Vietnam and, through most of the autumn, alternated periods of leave and upkeep at Hong Kong and Subic Bay with Vietnamese patrol duty through 2 December. The ship arrived back in San Diego on 18 December 1964.

Participation in Operation "Silver Lance" off the coast of southern California lasted from 23 February through 10 March 1965. On 11 March, *Alamo* was called upon to make an unscheduled run to Yokosuka carrying men and equipment for the American military buildup in the Far East as the United States was beginning direct participation in operations in Vietnam. She returned to San Diego on 12 April. The ship made a second unscheduled deployment to WestPac on 25 May. She sailed to Okinawa, unloaded marines, then landed them at Qui Nhon and Danang, Vietnam. *Alamo* touched briefly at Yokosuka; then headed back to San Diego. She took part in Operations "Cleansweep" and "Ragweed" during September, devoted most of the autumn to training exercises, and ended the year in port at San Diego.

In February 1966 the ship began her seventh major deployment to Westpac. *Alamo* spent six months operating as a part of an amphibious ready group (ARG) and shuttled troops and equipment from Subic Bay and Okinawa to various points in Vietnam. She returned to the United States in August. In September, her home port was switched to Long Beach, Calif., and she was assigned to the newly formed Amphibious Squadron 7.

In early 1967, she entered drydock at the Todd Shipyard in San Pedro, Calif., for her third major overhaul which, with the ensuing series of refresher training exercises, accounted for most of the year. In November, the ship sailed for the Far East. There, *Alamo* was engaged in a series of lifts from Guam and the Philippines to Danang. She also again became a member of an ARG and operated along the Vietnamese coast for much of her tour. The ship also participated in four amphibious operations before returning to Long Beach in June 1968.

The ship engaged in local operations along the west coast for the rest of 1968. On 30 January 1969, she began another WestPac deployment in which she lifted troops and equipment to Danang and then proceeded to Subic Bay where she joined ARG "Bravo." The vessel also took part in three amphibious operations off the coast of South Vietnam. After eight months away from home, *Alamo* returned to Long Beach on 26 September 1969. The ship then engaged in a series of training exercises and operations for the remainder of the year.

Alamo opened 1970 at San Pedro, Calif., undergoing a restricted availability during which repairs were made to damaged deck plating, cranes, and a boiler. Work was completed on 19 January, and the ship made final preparations for more service in Oriental waters. On 31 January, she sailed with *Denver* (LPD-3) to participate in Operation "Keystone Bluejay," which involved the withdrawal of American troops from Vietnam. *Alamo* sailed into Danang harbor on 19 February and began loading marines and equipment for transportation back to the United States. *Alamo* debarked the marines at Camp Pendleton, Calif., on 14 March and then steamed north to Long Beach. She spent the next four and one-half months in training exercises, refresher training, and availability. On 1 August, *Alamo* headed out to sea on her 10th WestPac deployment. She stopped at Pearl Harbor and Guam before reaching Subic Bay on 20 August. There, she unloaded her cargo and sailed on 21 August for Danang to bring more marines back to the United States. *Alamo* reached Camp Pendleton on 11 September. After 10 days of leave and upkeep, she got underway for Danang. *Alamo* also visited Yokosuka, Tokyo, and Subic Bay. She transported landing craft along the Vietnamese coast between such points as Danang, Vung Tau, Song Bo De, and An Thoi. In early December, the ship took on board BLT 2/4 for participation in Exercise "GRR-1" in Subic Bay. Upon finishing that exercise, she sailed to Hong Kong for Christmas. On 28 December 1970, she returned to the Danang operating area.

The vessel steamed to Mindoro, Philippines, on 5 January 1971 for amphibious operations and moved on to Subic Bay on the 10th to onload equipment to ship to Vietnam. After briefly touching back at Subic Bay, *Alamo* left Danang to onload marines and vehicles as part of the general American troop withdrawal. On 1 February, she got underway to return to Long Beach and reached home port on 22 February. A leave and upkeep period ensued.

Operations resumed on 5 April as *Alamo* sailed for southern

California waters to hold a midshipman training cruise and amphibious exercises. In early May, *Alamo* unloaded her ammunition at the Seal Beach Naval Weapons Station in preparation for an overhaul at the Long Beach Naval Shipyard. The ship entered drydock on 13 May. Yard work was completed on 15 September, and then began a period of refresher training which lasted through 10 December.

The year 1972 began with the vessel in upkeep. Then a series of training exercises in preparation for deployment followed. In April, *Alamo* left Long Beach for the Far East. During her seven and one-half-month WestPac tour, she made numerous troop and equipment lifts to and from Vietnam. Following completion of these duties, she got underway and returned to Long Beach on 8 November.

The vessel remained in upkeep through 27 March 1973. On the 28th, she moved to the weapons depot at Seal Beach to unload ammunition. She entered the Bethlehem Steel Shipyard at San Pedro on 5 April for a restricted availability. This period ended on 15 May, when *Alamo* held sea trials along the California coast. She commenced an availability at San Diego on 28 May to convert the fuel system from Navy standard fuel oil to distillate fuel. This work was completed on 14 September, and the ship sailed to Hunters Point Naval Shipyard on 16 September to begin a week of training. She returned to Long Beach on 24 September. *Alamo* held amphibious refresher training off Coronado, Calif., through 12 November, and remained at Long Beach through the end of the year.

The first three weeks of 1974 were spent making final preparations for another WestPac deployment which began on 19 January. Eight days later, *Alamo* took part in a Marine Corps landing exercise off Kaneohe Bay, Hawaii. She reached Okinawa on Valentine's Day. After refueling and onloading Battalion Landing Team (BLT) 2/9, she sailed to Numazu, Japan, unloaded the marines, and pushed on to Yokosuka for a fortnight's restricted availability. Next came port calls at Beppu, Japan, and at Keelung, Taiwan. *Alamo's* ensuing assignment was an amphibious training exercise off Okinawa which, in turn, was followed by stops at Subic Bay; Chinhae, South Korea; Hong Kong; and Numazu and Yokosuka, Japan. On 30 May, the ship got underway to participate in Exercise "Kangaroo I." The assault force gathered in the Coral Sea off the east coast of Australia. On 19 June, she headed for Sydney for a leave period. On 4 July, the ship weighed anchor and sailed home, via Pago Pago, American Samoa, and arrived back at San Diego on 19 July. Local operations, which began for the ship on 23 September, were soon followed by preparations for an overhaul which began at San Diego on 4 December 1974.

Alamo got underway for Long Beach on 27 May 1975 and spent the month of June at her home port in restricted availability. On 2 July, *Alamo* sailed to Seal Beach to take on ammunition and, on 14 July, began amphibious refresher training off San Diego. She sailed on 4 October for another WestPac cruise. Following her arrival at Pearl Harbor, she took part in an amphibious exercise held in Kaneohe Bay from the 12th to the 14th. The next day, the ship continued her journey, bound via Kwajalein for Subic Bay. After a brief stop there on 1 November, *Alamo* sailed to Sasebo for upkeep. She next transported BLT 2/9 from Numazu to Okinawa; then made a trip to Pusan, Korea. Her other subsequent ports of call included Sasebo and Kagoshima, Japan; Keelung, Taiwan; Buckner Bay, Okinawa; Singapore; Sattahip, Thailand; and Inchon, Korea. On 7 May, *Alamo* finally set course for the United States. She reached her new home port of San Diego on 25 May and, following upkeep, devoted herself to local operations along the California coast for the rest of 1976.

The year 1977 began with three months of refresher training for the ship. On 29 March, she once again set off for the Far East. During this trip, *Alamo* visited the now-familiar ports of Iwakuni and Numazu, Japan; Subic Bay; Buckner Bay; Inchon and Pusan, Korea; Hong Kong; and Keelung, Taiwan. She also participated in joint exercises with Korean and Thai naval forces and made numerous troop and supply shuttles before getting underway for home on 23 October. On 17 November, *Alamo* arrived at San Diego and entered a post-deployment standdown period.

On 19 January 1978, *Alamo* began a fortnight's operations off the southern California coast and then turned to preparations for an overhaul. On 13 March, *Alamo* entered the Todd Shipyard in San Pedro. She held sea trials in December and was in port at Long Beach for the Christmas holidays.

She returned to San Diego on 11 January 1979. The vessel sailed to Seal Beach on the 22d to load ammunition and then commenced a series of training exercises. In June, the ship was assigned to resupply duty and provided small boat repair service at the naval outpost on Eniwetok. The group was involved in a cleanup operation to make the island habitable once again. After finishing her work on 28 June, she got underway for Pearl Harbor. At the end of a short stay there, she resumed her voyage and sailed into San Diego harbor on 15 July. She spent the month of August in restricted availability. In September, *Alamo* took part in a fleet exercise involving over 30 American and Canadian warships that included an amphibious landing on the island of Vancouver, just off the Canadian coast. On 9 October, *Alamo* sailed to Seattle, where she underwent repair work for three weeks. She returned to San Diego on 2 November. The ship spent the remainder of the year preparing for a scheduled WestPac deployment in early 1980.

Alamo embarked upon the voyage to the Far East on 4 January 1980. En route, she made stops at Pearl Harbor and Guam before arriving at Subic Bay in the Philippines on 10 February. The dock landing ship stayed in the Philippines through the end of the month, getting underway once between the 22d and the 26th to carry out an amphibious landing exercise at Zambales. On 1 March, she departed Subic Bay bound ultimately for duty in the Indian Ocean. Along the way, *Alamo* stopped at Pattaya, Thailand, and at Singapore. She departed Singapore on 15 March and made her way across the Indian Ocean to the Arabian Sea where she joined the contingency force established in response to the takeover of the American embassy in Tehran, Iran. *Alamo* operated in that area until the beginning of May. At that time, the dock landing ship headed for the Navy facility at Diego Garcia Island. After stopping at Diego Garcia from 5 May to 13 May, she returned to sea and shaped a course for Western Australia. Following a five-day visit to Perth, the ship departed Australia on her way back to the Philippines. *Alamo* paid a five-day visit to Subic Bay as well and then began the voyage back to the United States.

The dock landing ship stopped off at Pearl Harbor between 24 and 26 June to disembark marines and arrived in San Diego on 3 July. Post-deployment standdown occupied her time from then until 11 August when she began normal operations along the west coast. She remained so engaged through the end of 1980 and for the bulk of the first six months of 1981. On 24 June, *Alamo* stood out of San Diego for another tour of duty with the 7th Fleet. Once again, however, her western Pacific assignment included an Indian Ocean interlude. After a stop at Pearl Harbor and an exercise out of Buckner Bay, Okinawa, she visited Subic Bay for a fortnight in August. On 21 August, *Alamo* left the Philippines for the east coast of Africa and arrived in Mombasa, Kenya, on 6 September. There, she participated in a bilateral exercise with Kenyan forces before heading back across the Indian Ocean via Diego Garcia to Australia. After visits to Perth and Sydney and the multilateral exercise Operation "Kangaroo 81," the dock landing ship set course for the Philippines on 1 November. She pulled into Subic Bay on the 9th and remained there for the rest of the month. On the 30th, the ship got underway for the United States.

Alamo reentered San Diego again on 23 December and ended the year with the usual leave and upkeep routine. The relative inactivity following a deployment continued through the end of January 1982. In February, the dock landing ship carried out some operations at sea, but, late in the month, began preparations for regular overhaul. The extended repair period began on 12 April, lasted through the end of 1982, and carried over well into 1983. Overhaul ended on 6 May 1983, and *Alamo* commenced refresher training in the southern California operating area. Late in June, however, damage to her propulsion plant interrupted her training evolutions and caused her to spend the summer tied up to a pier for repairs. Late in September, *Alamo* resumed operations at sea.

Service along the west coast, interrupted sporadically by repair problems, continued through the end of the year and into 1984. In February, she began concentrating her efforts on readiness exercises, trials, and examinations specifically geared to preparing the amphibious warship for her scheduled deployment to the Far East. On 30 May 1984, *Alamo* embarked upon the voyage to the western Pacific. On the first leg of the crossing, she participated in multinational defense exercises with units of the navies of Australia, Canada, and New Zealand as well as

with elements of the Japanese Maritime Self-Defense Force. For the most part, those exercises were conducted in the Hawaiian Islands.

On 3 July, *Alamo* concluded her visit to Hawaii and resumed the voyage to the Orient. En route, further troubles surfaced in the boilers of her main propulsion plant so that, upon her arrival in Subic Bay on 20 July, she commenced another round of repairs. The dock landing ship carried out post-repair trials during the last week in August and finally departed Subic Bay on the 24th. *Alamo* reached Buckner Bay, Okinawa, on 27 August and began embarking marines for transportation to Japan. Between 28 August and 16 September, the amphibious warship made two round-trip voyages between Okinawa and Japan carrying marines to and from training exercises. On 18 September, she stood out of Buckner Bay on her way to Inchon, Korea. During the period 18 September to 13 October, she made three round-trip voyages between Okinawa and South Korean ports. Upon her return to Okinawa from the third of those assignments, a problem with her sterngate tied her up with repairs until 2 November. At that time she headed back to Korea to participate in the bilateral exercise Operation "Valiant Blitz 85-1" in cooperation with elements of the South Korean Navy and Marine Corps. Following stops at Buckner Bay and Sasebo, Japan, *Alamo* began the voyage back to the United States at the end of the third week in November. The dock landing ship made the usual call at Pearl Harbor and then reentered San Diego on 6 December.

Post-deployment standdown and holiday routine occupied her time for the rest of 1984 and during the first two weeks of January 1985. *Alamo* resumed local operations out of her home port late in January. The amphibious warship spent the whole of 1985 conducting exercises, trials, examinations, and inspections either in port in San Diego or in waters adjacent to the west coast. The only break in that schedule came in October when she made a round-trip voyage from the west coast to Hawaii and back for refresher training.

At the beginning of 1986, preparations for her upcoming tour of duty with the 7th Fleet occupied the energies of *Alamo*'s crew. She embarked upon the voyage west on 16 January 1986 and made no stops along the way. The danger of violence during elections in the Philippines even prompted the cancellation of planned exercises at Iwo Jima in order that *Alamo* and other Navy ships be on station near Manila to render assistance to United States citizens in that eventuality. The threat never really materialized, and she entered Subic Bay on 9 February. Ten days later, the dock landing ship set sail for Hong Kong where she spent the five days from 21 to 26 February. Returning to Subic Bay briefly at the end of the month, *Alamo* then headed for Okinawa on 2 March. At Okinawa, she embarked troops for a major bilateral amphibious exercise conducted on the South Korean coast. *Alamo* returned to Okinawa on 1 April but stayed only until the 4th when she got underway for Japan. Following a nine-day call at Sasebo, the dock landing ship returned to Subic Bay on 20 April. From there, she voyaged to Singapore by way of the Indonesian island of Bali. Back in the Philippines by mid-May, *Alamo* carried out exercises there for the remainder of the month. On 10 June, she headed back to Okinawa. *Alamo* arrived at her destination on the 13th and spent the next 10 days conducting amphibious exercises at Okinawa.

On 23 June, the dock landing ship put to sea for the passage home. After brief pauses at Iwo Jima and Pearl Harbor, the amphibious warship dropped anchor at Del Mar, Calif., on 15 July. She moved to San Diego on the 16th and commenced post-deployment standdown. The leave and upkeep period ended during the second week in August, and *Alamo* started another schedule of amphibious warfare training in waters along the west coast. Those evolutions lasted until 14 October at which time she began a restricted availability at pierside in San Diego. She remained there through the end of 1986.

Alamogordo

A city in southern New Mexico about 100 miles north-northeast of El Paso, Tex. Alamogordo is the seat of government for Otero County. Nearby Holloman Air Force Base, then known as Alamogordo Air Base, was the site of the first man-induced atomic explosion on 16 July 1945.

(ARD-26: dp. 5,200; l. 491'8"; b. 81'0"; dr. 5'8" (l.); cpl. 120; cl. ARD-12)

ARD-26—a non-self-propelled floating dry dock completed in 1944 at Oakland, Calif., by the Pacific Bridge Co.—was commissioned on 15 June 1944, Lt. Comdr. Irving B. Smith, USN (Ret.), in command. The drydock completed outfitting at Oakland and training at Tiburon, Calif., between mid-June and late August. On 3 September, she was taken in tow for the voyage west. En route to the Marianas, the dry dock made layovers of ten and seven days respectively at Pearl Harbor and Eniwetok. She arrived at Guam on 24 October and reported for duty with Service Squadron (ServRon) 11. Not long thereafter, however, she was assigned temporarily to ServRon 10.

During her more than eight months at Guam, ARD-26 repaired warships damaged in the Leyte, Luzon, and Okinawa campaigns. While carrying out that mission, she reported to several different organizational entities, including ServRon 12, ServRon 10, and the Naval Operating Base (NOB), Guam. In the second week in July 1945, the floating dry dock was towed to the Ryukyus where she transported equipment between various locations around Okinawa and docked warships for repairs. Her duty at Okinawa lasted until mid-August at which time she headed back to the Marianas. ARD-26 resumed her repair duties at Guam on 22 August 1945 and remained so employed for the next 17 years. In the latter part of 1962, the dry dock was towed back to the west coast of the United States. She was placed out of service in October 1962 and was berthed with the San Diego Group, Pacific Reserve Fleet.

ARD-26 did not remain inactive for long. Towed to the east coast in 1964, she underwent conversion to a medium auxiliary repair dry dock at Baltimore by the Bethlehem Steel Corp. ARD-26 was named *Alamogordo* on 22 March 1965 and simultaneously redesignated ARDM-2. She was placed in service again on 3 August 1965. *Alamogordo* then moved south to Charleston, S.C., where she became a support unit for Submarine Squadron (SubRon) 18. She has continued to provide repair services to the boats of SubRon 18 at Charleston for more than two decades. As of the beginning of 1986, she was still active at Charleston.

Alamosa

A town in Conejos County, Colo.

(AK-156: dp. 7,450; l. 338'6"; b. 50'; dr. 21'; s. 11.5 k.; cpl. 79; a. 1 3", 6 20mm.; cl. *Alamosa*; T. C1-M-AV1)

Alamosa (AK-156) was laid down under a Maritime Commission contract (MC hull 2101) on 15 November 1943 at Richmond, Calif., by Kaiser Cargo, Inc.; launched on 14 April 1944; sponsored by Mrs. J. J. Mullane; and acquired by the Navy and commissioned on 10 August 1944, Lt. Comdr. K. C. Ingraham in command.

After a brief fitting out period in the San Francisco Bay area, *Alamosa* sailed for Portland, Ore. There the ship entered the Commercial Iron Works yards and was decommissioned on 25 August for conversion to an ammunition issue ship. She was recommissioned on 25 September and got underway on 6 October for shakedown out of San Pedro, Calif. After taking on ammunition at Mare Island, *Alamosa* set sail on November for the Marshall Islands.

Upon arriving at Eniwetok on 7 December, *Alamosa* was assigned to Service Squadron 8. For the duration of World War II, the vessel carried ammunition and cargo between Eniwetok, Saipan, Guam, Ulithi, Peleliu, and Leyte.

After the end of hostilities, *Alamosa* entered drydock at Apra Harbor, Guam, on 1 October 1945. Following the completion of repairs, she got underway again on 7 January 1946, bound for home. She arrived at Seattle, Wash., on 27 January; was decommissioned there on 20 May 1946; and was turned over to the Maritime Commission's War Shipping Administration for disposal. Her name was struck from the Navy list on 14 June 1946. The ship remained in the hands of the Maritime Commission until early 1970 when she disappeared from merchant ship registers.

Alamuchee

An Indian word, possibly an alternative rendering of *Alamucha*, the name of a former Choctaw town in Kemper County, Miss., near the Tombigbee River.

(YTB-228: dp. 410; l. 110'0"; b. 27'0"; dr. 11'4"; s. 12 k.; cpl. 12;
a. 2 .50-cal. mg.; cl. *Cahto*)

Alamuchee (YTB-228) was laid down on 3 July 1944 at Camden, N.J., by the Mathis Yacht Building Co.; launched on 12 February 1945; and placed in service on 4 May 1945.

The large harbor tug was assigned to the 8th Naval District and spent the next 15 years operating at New Orleans, La. Her name was struck from the Navy list in April 1960, and she was transferred to the state of Louisiana in August of that year. She was operated by the Board of Commissioners of the Port of New Orleans as a firefighting tug until 1965. The tug was sold at public auction by the Louisiana government to Mr. George W. Whiteman on 9 August 1965.

Alarka

A word, purportedly of American Indian origin, whose definition has not been found.

(YTB-229: dp. 400; l. 110'0"; b. 27'0"; dr. 11'4"; s. 12 k.; cpl. 20;
a. 2 .50-cal. mg.; cl. *Cahto*)

Alarka (YTB-229) was laid down on 31 August 1944 at Greenport (Long Island), N.Y., by the Greenport Basin & Construction Co.; launched on 20 January 1945; sponsored by Mrs. Horace W. Watts, the head of the William and Watts firm which performed electrical work under subcontract during the construction of the tug; delivered to the Navy on 5 April 1945; and placed in service on 6 April 1945. Early in May, the large harbor tug departed New York and proceeded, via the Panama Canal and Pearl Harbor, to the western Pacific. She arrived in Buckner Bay, Okinawa, late in August or early in September. She served there and later at Sasebo, Japan, where she was placed out of service sometime late in 1946. On 23 December 1946, she was sold to the Chinese Supply Commission. Her name was struck from the Navy list on 28 January 1947.

Alarm

(Torpedo Boat: dp. 800; l. 158'6"; b. 28'0"; dr. 10'6"; s. 10 k.;
a. 1 gun)

Alarm—an experimental torpedo boat constructed at the New York Navy Yard—was launched on 13 November 1873 and commissioned in 1874.

Designed and constructed specifically for the experimental work of the Bureau of Ordnance, *Alarm* served that purpose at Washington, D.C., until 1877 when she moved north to Newport, R.I., to conduct experiments at the torpedo station. She returned to Washington the following year and resumed special service. In 1880, she began a tour of experimental work at New York which she carried out until she was laid up at Norfolk, Va., in 1883. However, she resumed her research duties at New York in 1884 and served there until she was placed out of commission in 1885 and berthed at New York.

The records are unclear, but *Alarm* probably remained out of commission from that time forward. In 1890 and 1891, she was undergoing conversion to a gunnery training ship. From 1892 to 1894, she remained at the New York Navy Yard. In 1895, she was listed as "in ordinary;" and, in 1897, her name was struck from the Navy list. She was sold on 23 February 1898.

(AM-140: dp. 650; l. 184'6"; b. 33'0"; dr. 9'9"; s. 14.8 k.;
cpl. 104; a. 1 3", 4 40mm.; cl. *Admirable*)

Alarm (AM-140) was laid down on 8 June 1942 at Tampa, Fla., by the Tampa Shipbuilding Co.; launched on December 1942; sponsored by Mrs. M. A. Lynch; and completed on 5 August 1943. On the latter day, she was transferred to the Soviet Navy under the lend-lease program and served them as *T-113*. Never returned by the Soviets, *Alarm* was carried on the American Navy list—as MSF-140 after 7 February 1955—until 1 January 1983 when her name was struck.



Alarm at the New York Navy Yard, circa 1876. (NH 57292)



Alaska during the Korean Expedition, between 16 May and 11 June 1871. (NH 63654)

Alaska

A territory acquired by the United States from Russia in 1867. *Alaska*—located in the far northwestern corner of the North American continent and separated from the contiguous 48 states by Canada—was admitted to the Union as the 49th state in 1959.

I

(ScStr: dp. 2,394; lbp. 250'6"; b. 38'0"; dr. 16'0"; s. 11.5 k.; cpl. 273; a. 1 11" sb., 10 9" sb., 1 60-pdr. r., 2 20-pdr. r.)

Built at the Boston Navy Yard, the first *Alaska*—a wooden-hulled screw sloop of war—was launched on 31 October 1868; sponsored by Miss Grace Hull, the daughter of Mayor Hull of Boston; and commissioned on 8 December 1869, Comdr. Homer C. Blake in command.

On 9 April 1870, *Alaska* got underway from New York in company with Rear Admiral John Rodgers's flagship, the screw frigate *Colorado*. However, the two warships soon parted company; and *Alaska* steamed independently to the Far East where she visited many of the more important ports to show the flag until May 1871. At that time, *Alaska* joined four other ships of the Asiatic Squadron in a visit to Korea in order to secure a treaty to open the "Hermit Kingdom" to the west. The five ships departed Nagasaki, Japan, on 16 May 1871 and arrived at Roze Roads near the mouth of the Salee River on the 24th. Due to her deep draft, *Alaska* herself was unable to ascend the river. Nevertheless, her commanding officer was placed in charge of the surveying expedition—consisting of *Palos*, *Monocacy*, and some steam launches from the larger ships—which ascended the river.

When the American vessels drew fire from a trio of Korean forts, Rear Admiral John Rodgers decided upon a punitive action to capture and destroy the forts in reprisal. Again *Alaska's* Comdr. Blake took command of the enterprise which was made up of 769 sailors and marines, seven 12-pounder howitzers, four steam launches, and numerous boats. *Palos* and *Monocacy* provided the distant, heavy support. The force, after initial difficulty getting ashore across tidal mudflats, quickly occupied the first of the three forts—abandoned by its garrison—and consolidated its

beachhead in preparation for the assault on the remaining forts the following day. On that morning—thanks to *Monocacy's* heavy ordnance—the second fort fell just as easily as the first had done. *Palos* had been damaged by an uncharted rock the previous evening and had to be withdrawn from the action.

The main fort, however, had to be taken by storm and hand-to-hand combat. Discipline and modern weapons triumphed over greatly superior numbers and, by the end of the day on the 11th, all three Korean forts belonged to the Americans. The next day, officers and men of the landing force reembarked in their ships to await the Korean government's response to the punitive expedition. By 3 July, it became apparent that the Korean government would make no official response to the action and that the desired treaty was not in the offing. Accordingly, *Alaska* and her consorts got underway to resume their duties on the Asiatic station.

That duty continued until 28 October 1872 when the steamer departed Hong Kong, bound for New York. She spent the first seven months of 1873 undergoing repairs at New York. *Alaska* put to sea on 28 August for duty with the European Squadron. She arrived at Cadiz, Spain, on 25 September but remained on station only a bit over two months.

Long restive under Spanish rule, separatist factions in Cuba had begun fighting for freedom. In 1870, the rebels had acquired the American sidewheel steamship *Virginus* to carry irregular troops and supplies. Late in October 1873, the Spanish man-of-war *Tornado* captured the insurgent transport on the high seas and took her to Santiago, where passengers and crew were arrested. Speedily tried by court-martial, most of the prisoners were condemned to death; and, between 4 and 13 November, 53 were executed—of whom eight were American citizens, including the transport's master, Capt. Joseph Fry.

The United States consul at Santiago cabled reports of this tragic development, requesting the protection of United States warships to protect American lives. Anger at this wanton slaughter flared throughout the United States, and Secretary of the Navy Robeson ordered the European and South Atlantic Squadrons to join the Home Squadron at Key West, Fla., to prepare for the outbreak of war which appeared to be imminent.

On 30 November, *Alaska* and the rest of the European Squadron sailed for Key West, Fla., where she and her sisters of the

three squadrons were combined in a single fleet for several months of operations supporting diplomatic efforts to obtain redress.

After negotiations freed the remaining prisoners and indemnities for the families were arranged, *Alaska* headed back to the European Station on 9 April 1874 and, for most of what remained of the year, visited ports along the shores of the Mediterranean Sea. Either late in 1874 or early in 1875, she put into La Spezia, Italy, for repairs. On 10 May 1875, the warship departed La Spezia and resumed her schedule of Mediterranean port visits. Near the end of May, however, she exited the Mediterranean Sea for a circuit of calls at northern European and Baltic Sea ports. *Alaska* completed that cruise and reentered the Mediterranean Sea on 19 September.

The warship continued operations in the Mediterranean for about a year and then returned to the United States early in October 1876. She was decommissioned at New York on 5 October 1876 for extended repairs.

Alaska was placed back in commission on 23 April 1878 and put to sea from New York on 14 June, bound for the Pacific. After rounding Cape Horn late in the summer of 1878, she called at Callao, Peru, on the 23d. Following visits to several other Latin American ports, *Alaska* arrived in San Francisco on 11 March 1879. On the 22d, she got underway for Sitka, Alaska, where Indian unrest endangered the lives and property of American citizens. She arrived at Sitka on 3 April, and—except for a voyage to Victoria, British Columbia, late in April—she served there until 16 June. The warship returned to San Francisco on 24 June and remained there until 12 August when she began a series of visits to ports along the west coasts of Central and South America.

That employment carried her into 1880. On 22 July 1880, *Alaska* departed Chimbote, Peru, and headed for the South Pacific. On the outward-bound voyage, she visited the Marquesas before arriving at Pago Pago, Samoa, on 27 August and served there until 7 October when she weighed anchor to return to the west coast of the United States. En route home, she stopped at Honolulu, Hawaii, before arriving back in San Francisco on 2 December. She then entered the Mare Island Navy Yard for repairs which kept her from returning to sea until 14 March 1881. She then began another extended cruise highlighted by calls at a number of Central and South American ports along the Pacific coast. That mission lasted through the remainder of 1881 and the first half of 1882. On 29 July 1882, the warship departed Callao, Peru, bound for the Hawaiian Islands, and arrived at Honolulu on 6 September. She returned to San Francisco late in the year and entered the drydock there in December. Apparently surveyed and found wanting, she was decommissioned at San Francisco on 13 February 1883 and was sold at Mare Island on 20 November 1883.

II

(Trawler: t. 229 (gross); l. 141'9"; b. 21'0"; dr. 10'6" (aft); s. 10 k.; cpl. 27)

The second *Alaska* (Id. No. 3035)—a steam-powered fishing trawler built in 1881 at Boothbay, Maine—was chartered by the Navy from the Fisheries Products Co., Wilmington, N.C., on 18 September 1918 and commissioned at the Charleston Navy Yard that same day. Converted for service as a minesweeper, she served in the Charleston area for the remainder of World War I and briefly thereafter. She was returned to her owner on 10 January 1919; and her name was struck from the Navy list that same day.

III

(CB-1: dp. 27,000; l. 806'6"; b. 91'1"; dr. 27'1" (mean); s. 31.4 k.; cpl. 2,251; a. 9 12", 12 5", 56 40mm., 34 20mm.; ac. 4; cl. *Alaska*)

The third *Alaska* (CB-1)—the first of a class of "large cruisers" designed as a compromise to achieve a fast cruiser with a relatively heavy main battery—was laid down on 17 December 1941 at Camden, N.J., by the New York Shipbuilding Corp.; launched on 15 August 1943; sponsored by Mrs. Ernest Gruening, wife of the Honorable Ernest Gruening, Governor of Alaska; and commissioned at the Philadelphia Navy Yard on 17 June 1944, Capt. Peter K. Fischler in command.

Following post-commissioning fitting out at the Philadelphia Navy Yard, *Alaska* stood down the Delaware River on 6 August 1944, bound for Hampton Roads, escorted by *Simpson* (DD-221) and *Broome* (DD-210). She then conducted an intensive shake-down, first in Chesapeake Bay and then in the Gulf of Paria, off Trinidad, British West Indies, escorted by *Bainbridge* (DD-246) and *Decatur* (DD-341). Steaming via Annapolis, Md., and Norfolk, *Alaska* returned to the Philadelphia Navy Yard, where the large cruiser underwent changes and alterations to her fire control suite: the fitting of four Mk. 57 directors for her five-inch battery.

Alaska departed Philadelphia on 12 November 1944 for the Caribbean, in company with *Thomas E. Fraser* (DM-24), and, after two weeks of standardization trials out of Guantanamo Bay, Cuba, sailed for the Pacific on 2 December. She completed her transit of the Panama Canal on 4 December, and reached San Diego on the 12th. Thereafter, the new large cruiser trained in shore bombardment and anti-aircraft firing off San Diego before an availability at Hunter's Point, near San Francisco.

On 8 January 1945, *Alaska* sailed for Hawaii, and reached Pearl Harbor on the 13th, where, on the 27th, Capt. Kenneth M.



Alaska (CB-1), in Measure 32/1D camouflage (light gray, dull gray, and dull black) underway in the Delaware River, near the Philadelphia Navy Yard, 30 July 1944. (NH 92282)

Noble relieved Capt. Fischler, who had achieved flag rank. Over the ensuing days, *Alaska* conducted further training before getting underway as a unit of Task Group (TG) 12.2, weighing anchor for the western Pacific on 29 January. She reached Ulithi, the fleet anchorage in the Caroline Islands, on 6 February, and there joined TG 58.5, a task group in the famed Task Force (TF) 58, the fast carrier task force.

Alaska sailed for the Japanese home islands as part of TG 58.5 on 10 February 1945, assigned the mission of screening the aircraft carriers *Saratoga* (CV-3) and *Enterprise* (CV-6) as they carried out night air strikes against Tokyo and its airfields. During the voyage, all hands on board *Alaska* speculated about what lay ahead—almost three-quarters of the men had never seen action before—and sought out the veterans in their midst “for counsel and advice.”

Sensing the air of expectation on board his ship, Capt. Noble spoke to the crew over the public address system and reassured them of his confidence in them. In doing so, he used an analogy familiar to most Americans: “We are a member of a large task force which is going to pitch directly over the home plate of the enemy,” he said, “It is our particular job to back up the pitchers.”

Backing up the “pitchers” proved comparatively easy. TF 58, cloaked by bad weather, approached the Japanese homeland from east of the Marianas. Using radio deception and deploying submarines, long-range patrol aircraft from Fleet Air Wing 1, and Army Air Force Boeing B-29 “Superfortresses” as scouts, ahead of the advancing task force, the Americans neared their objective undetected. The first major carrier strike against the heart of the Japanese Empire, a year after the successful raids on Truk, covered the developing Iwo Jima landings and proved good practice for future operations against Okinawa. The low ceiling prevented Japanese retaliation, thus giving *Alaska* no opportunity to put into practice her rigorous antiaircraft training as she guarded the carriers. Assigned to TG 58.4 soon thereafter, *Alaska* supported the Iwo Jima operations, and, as before, no enemy aircraft came near the carrier formation to which the large cruiser was attached. For nineteen days she screened the carriers before retiring to Ulithi to take on stores and carry out minor repairs.

With the decision reached to occupy Okinawa, in the Nansei Shoto chain, in early April of 1945, invasion planners proceeded on the assumption that the Japanese would resist with maximum available naval and air strength. To destroy as many planes as possible—and thus diminish the possibility of American naval forces coming under air attack from Japanese planes—the fast carrier task force was hurled against the enemy’s homeland again: to strike airfields on Kyushu, Shikoku, and western Honshu.

Alaska, still with TG 58.4—formed around the fleet carriers *Yorktown* (CV-10), *Intrepid* (CV-11), *Independence* (CVL-22) and *Langley* (CVL-27)—again drew the duty of protecting the valuable flattops. Her principal mission then, as it had been before, was defense of the task group against enemy air or surface attacks.

Its battle plan outlined in detail, TF 58 cruised northwesterly from the Carolines, following the departure from Ulithi on 14 March. Refueling at sea on the 16th, this mighty force reached a point southeast of Kyushu early on the 18th. On that day, the planes from TG 58.4 swept over Japanese airfields at Usa, Oita, and Saeki, joining those from three other task groups, TG 58.1, TG 58.2, and TG 58.3 in claiming 107 enemy aircraft destroyed on the ground and a further 77 (of 142) engaged over the target area.

Alaska tasted action for the first time as the Japanese retaliated with air strikes of their own. Task Force 58’s radars provided “little if any warning” of the approach of enemy planes, due to the weather conditions encountered. All too often, the first indication of the enemy’s presence was a visual sighting. *Alaska* spotted a “Frances” at 0810 and commenced fire. She registered hits almost immediately but the suicider maintained its course—toward the stern of the nearby *Intrepid*. Less than a half-mile from his quarry, however, the “Frances” exploded into fragments with a direct hit from *Alaska*’s guns.

Soon thereafter, *Alaska* received word of the proximity of “friendlies” in the vicinity. At 0822, a single-engined plane approached the large cruiser “in a threatening fashion” from ahead, in a shallow dive. *Alaska* opened fire promptly and scored hits. Unfortunately, almost simultaneously her fire controlmen were receiving word that the plane was, indeed, a friendly F6F

“Hellcat.” Fortunately, the pilot was uninjured and ditched his crippled plane; another ship in the disposition picked him up.

For the balance of the day, the suicide attacks continued. The vigilant combat air patrol (CAP), however, downed a dozen planes over the task force while ships’ gunfire accounted for almost two dozen more. *Alaska* added a second enemy bomber to her “bag” when she splashed a “Judy” at about 1315.

The next morning, the 19th, photo reconnaissance having disclosed the presence of a large number of major Japanese fleet units in the Inland Sea, TF 58 launched planes to go after them. TG 58.4’s aircraft took on targets of opportunity at Kobe; others at Kure and Hiroshima. Extremely heavy and accurate enemy antiaircraft fire, however, rendered the attacks only moderately successful for TF 58’s aviators.

Shortly after the first strikes had been launched, however, the Japanese struck back, hitting TG 58.2, some 20 miles to the northward of the other groups in TF 58. At about 0708, *Franklin* (CV-13) reeled under the impact of two bomb hits; *Wasp* (CV-18) too, fell victim to Japanese bombs. On board *Alaska*, those in a position to watch the developing battle noted a flash, followed by a slowly rising column of smoke. “All who saw it knew that a carrier had been hit,” the cruiser’s historian records, “and soon the radio brought confirmation that the *Franklin* had been the victim”

The thin cloud layer having rendered radar largely useless, Japanese planes attacked all task groups. During the afternoon, TF 58 retired slowly to the southwestward, covering the crippled *Franklin* and simultaneously launching fighter sweeps against airfields on Kyushu in order to disorganize any attempted strikes against it. To further protect *Franklin*, a salvage unit, Task Unit (TU) 58.2.9, was formed.

Composed of *Alaska*, her sister ship *Guam* (CB-2), the heavy cruiser *Pittsburgh* (CA-72), the light cruiser *Santa Fe* (CL-60), and three destroyer divisions, TU 58.2.9 drew the duty of screening the damaged “Big Ben,” as *Franklin* had been affectionately nicknamed by her crew. Ordered to make its best speed toward Guam, TU 58.2.9 set out in that direction, covered by TU 58.2.0, four aircraft carriers and the remaining heavy units originally assigned to TG 58.2 at the outset.

The initial part of the voyage proved uneventful, and not until the afternoon did Japanese aircraft appear. Several bogies (unidentified aircraft) showed up on the radar screens; investigation revealed most to be Navy PB4Y patrol bombers failing to show IFF (identification, friend or foe). Two of three CAP divisions sent out to challenge a bogey identified it as a PB4Y; unfortunately, because the friendly character of one bogey was established, the interception of a second bogey at about the same time failed to materialize. Only poor marksmanship on the part of the “Judy” pilot saved *Franklin* from another bomb hit. *Alaska* added to the hail of gunfire put up on the “Judy” but it sped away, unscathed. The final salvo from *Alaska*’s mount 51 caused flash burns on men manning a 40-millimeter mount nearby—the only casualties suffered by the large cruiser. Later that day, *Alaska* received on board 15 men from *Franklin* for medical treatment.

The following morning, *Alaska* assumed fighter director duty, and controlled three divisions of fighters from *Hancock* (CV-19). While these divisions remained on station pending the arrival of their relief, *Alaska*’s SK radar picked up a bogey, 35 miles away, at 1143. The large cruiser vectored the CAP fighters to the scene, and at 1148, heard the “tallyho” indicating that the CAP had spotted the bogey. At 1149, the fighters splashed a “Nick” 19 miles away.

On 22 March, *Alaska*’s part in the escort of the damaged *Franklin* was complete, and she rejoined TG 58.4, fueling that same day from *Chicopee* (AO-34). At 2342, one of the destroyers in the screen, *Haggard* (DD-555), reported a “skunk” (submarine contact) 25,000 yards distant. She and *Uhlmann* (DD-687) were detached to investigate, and early the next morning, *Haggard* rammed and sank a Japanese submarine (perhaps I-370, which had departed the Bungo Channel on 21 February 1945 for Iwo Jima as part of a special *kaiten*-carrying attack unit), suffering enough damage herself in the encounter to be ordered back to base in company with *Uhlmann*.

Over the next few days, the air strikes against Okinawa continued, setting the stage for the landing set to commence on Easter Sunday, 1 April 1945. *Alaska* continued to provide support for the carriers launching the strikes until detached on 27

March to carry out a shore bombardment against Minami Daito Shima, a tiny island 160 miles east of Okinawa. The task unit, TU 58.4.9, consisted of *Alaska*, *Guam*, *San Diego* (CL-53), *Flint* (CL-97), and Destroyer Squadron 47.

Ordered to carry out the shoot en route to a fueling area, *Alaska* and *Guam* and their screen steamed west of the island on north/south courses between 2245 on 27 March and 0030 on the 28th. *Alaska's* main battery hurled 45 high-capacity rounds shoreward, while her five-inch battery added 352 rounds of anti-aircraft common. No answering fire came from the beach, and *Alaska's* observers noted "satisfactory fires" on the island.

Rejoining TG 58.4 at the fueling rendezvous, *Alaska* transferred the *Franklin* wounded to *Tomahawk* (AO-88) while she took on fuel from the fleet oiler. She then resumed her screening of the fast carriers as they carried out operations in support of the build-up and landing on Okinawa, on the alert to repel aircraft attacks. The landings went off as scheduled on 1 April, and her operations over ensuing days supported the troops. On 7 April, Japanese surface units moving through the East China Sea toward Okinawa to disrupt the landings ran afoul of a massive air strike from Vice Admiral Marc Mitscher's fast carrier task force which sank the giant battleship *Yamato*, one cruiser and four destroyers.

Operating off Okinawa and Kyushu, *Alaska* lent the protection of her guns to the fast carriers in the task group which sent daily sweeps of "Hellcats" and "Corsairs" over enemy airfields, shore installations and shipping. On the evening of 11 April, *Alaska* chalked up an assist in shooting down a Japanese plane, shot down one, unassisted, and claimed what might have been a piloted rocket bomb "baka" on the night of 11-12 April.

Four days later, on the 16th, *Alaska's* gunfire splashed what were probably a "Judy" and two "Zekes," and the ship claimed assists in downing three additional enemy aircraft. That same day, however, an enemy aircraft managed to get through *Alaska's* barrage to crash *Intrepid*. That night, though, the cruiser's gunfire proved instrumental in driving off a single snoopster attempting to close the formation. On the night of 21-22 April, the cruiser again used her heavy anti-aircraft battery to drive off single planes attempting to attack the task group. On the night of 29-30 April, toward the end of the ship's time at sea with the fast carriers for that stretch, *Alaska* twice drove off attacking groups of Japanese planes.

Alaska anchored back at Ulithi on 14 May, bringing to a close a cruise of almost two months' duration. Ten days later, after rest and refreshment, the ship sailed—now part of the 3d Fleet—and with TG 38.4. Newcomers to the formation included the battleship *Iowa* (BB-61) and the carrier *Ticonderoga* (CV-14). Over the next two weeks, *Alaska* again screened a portion of the fast carrier task force, and conducted her second shore bombardment when, on 9 June, she and her sister ship *Guam* shelled the Japanese-held Okino Daito Shima, just south of Minami Daito Shima which had been visited by the two cruisers in late March, and known to have enemy radar sites located there.

Subsequently, the task group sailed southwesterly for San Pedro Bay, Leyte, reaching its destination on the afternoon of 13 June 1945. A month in Leyte Gulf then ensued—a period of "rest, refreshment, and maintenance"—before *Alaska* sailed again on 13 July, this time as part of the newly formed TF 95. Reaching Buckner Bay, Okinawa, on the 16th, TF 95 fueled there and then sailed the following day, bound for the coast of China and a foray into the East China Sea, long a hunting ground for American planes and submarines but not entered by an American surface force since before Pearl Harbor.

Although planners for the sweep had anticipated resistance, none materialized; *Alaska*, *Guam*, and their consorts ranged the area at will, encountering only Chinese fishing junks. Enemy aircraft venturing out to attack the task force several times fell to CAP fighters. Operating out of Buckner Bay, *Alaska* participated in three sweeps into these waters, and all could see how effective the blockade of Japan had become; no Japanese ships were sighted during the course of the operation. Commented *Guam's* commanding officer, Capt. Leland P. Lovette: "We went prepared to tangle with a hornet's nest and wound up in a field of pansies—but we've proved a point and the East China Sea is ours to do with as we please."

Buckner Bay proved to offer more excitement than the sweeps. Even the war's waning days possessed elements of danger; on 12 August a Japanese torpedo plane scored a hit on the battleship *Pennsylvania* (BB-38), near *Alaska's* anchorage. Over the days

that ensued, nightly sorties to avoid last-ditch suiciders took place. When the war did finally end in mid-August, the ship went wild with joy, as *Alaska's* chronicler wrote: "We knew that we would be going home far sooner than any of us had ever expected when we first set out the preceding January for the combat area."

There was, however, still work to be done. On 30 August, *Alaska* sailed from Okinawa as part of the 7th Fleet's occupation forces, and after taking part in a "show of force" in the Yellow Sea and Gulf of Chihli, reached Jinsen (later Inchon), Korea, on 8 September 1945. *Alaska* supported the landing of Army occupation troops at Jinsen, and remained at that port until 26 September, on which date she sailed for Tsingtao, China, making port the following day. She shifted to an anchorage outside the harbor entrance on 11 October to support the 6th Marine Division landings to occupy the key North China seaport, and ultimately remained at Tsingtao until 13 November, when she got underway to return to Jinsen, there to embark returning Army soldiers homeward-bound as part of Operation "Magic Carpet." Sailing for the United States on 14 November, *Alaska* stopped briefly at Pearl Harbor before proceeding on to San Francisco.

Steaming thence to the Panama Canal, and completing her transit of the isthmian waterway on 13 December 1945, *Alaska* proceeded to the Boston Naval Shipyard, arriving on 18 December. There she underwent an availability preparing her for inactivation. Departing Boston on 1 February 1946 for her assigned permanent berthing area at Bayonne, N.J., *Alaska* arrived there the following day. Placed in inactive status, "in commission, in reserve" at Bayonne, on 13 August 1946, *Alaska* was ultimately placed out of commission, in reserve, on 17 February 1947.

The large cruiser never returned to active duty. Her name struck from the Naval Vessel Register on 1 June 1960, the ship was sold on 30 June 1960 to the Lipsett Division of Luria Brothers of New York City, to be broken up for scrap.

Alaska (CB-1) was awarded three battle stars for her World War II service.

IV

(SSBN-732: dp. 16,600 (surf.), 18,750 (subm.); l. 560'; b. 42'; dr. 35.5'; s. 20+ k.; cpl. 133; a. 24 Trident mis., 4 21" tt.; cl. Ohio)

The fourth *Alaska* (SSBN-732) was laid down on 9 March 1983 at Groton, Conn., by the Electric Boat Division of the General Dynamics Corp.; launched on 12 January 1985; sponsored by Mrs. Catherine Ann Stevens; and commissioned at the Submarine Base, New London, on 25 January 1986, Capt. Paul L. Callahan (Blue Crew) and Capt. Charles J. Chotvac (Gold Crew) in command.

Alaska spent much of 1986 engaged in shakedown training for her two crews and in clearing up the many details that attend a new ship's addition to the Fleet.

Alaskan

(SeStr: dp. 19,419; l. 490'0"; b. 57'2"; dr. 31'10" (aft); s. 10.15 k.; cpl. 94; a. 1 6", 1 6-pdr.)

Alaskan—a twin-screw steel-hulled cargo ship—was launched in 1902 at San Francisco, Calif., by the Union Iron Works. Built for the American-Hawaiian Steamship Line, for the New York-to-San Francisco-to-Honolulu trade, *Alaskan* and her sister ship, *Arizonan*, represented, according to a contemporary account, the "most advanced practice in the construction of ocean-going freighters and . . . a most important addition to the American merchant marine." Intended exclusively for freight-carrying, *Alaskan* was designed as a very strong vessel with large stowage capacity.

Such a desirable vessel naturally came under the scrutiny of the Navy as it expanded to cope with its mission during World War I. Inspected in the 3d Naval District on 23 May 1917, *Alaskan* was assigned the identification number (Id. No.) 4542, but not taken over by the Navy for several more months. On 12 March 1918, a despatch indicates that the Shipping Board would turn the ship over to the War Department as a cargo carrier to be manned and operated by the Naval Overseas Transportation

Service (NOTS) for the Army on a bare ship basis. She was taken over on that same day and commissioned on 23 March 1918 at Morse's Dry Dock, Brooklyn, N.Y., Lt. Comdr. Walter P. Hillman, USNRF, in command.

Alaskan sailed for Hampton Roads, Va., on the afternoon of 24 March 1918. Anchoring in Hampton Roads in the predawn darkness of the 26th, she moved shortly thereafter to the Norfolk and Western Piers, docking at 1228. Over the ensuing days, the cargo ship received more men and underwent needed repairs. Yard work completed and complement brought up to full allowance, the ship shifted to Pier 5, U. S. Army Piers, Newport News, to take on cargo, on 13 April. Three days later, she proceeded to sea and joined a France-bound convoy on the 17th. She reached Brest on the afternoon of 2 May, before weighing anchor early the next morning to proceed in a coastal convoy to St. Nazaire.

En route, one of the ships in the convoy, the American SS *Pearl F.*, attempted to cut between columns, veering across *Alaskan's* bow. The accident resulted in *Alaskan's* stem being badly twisted to starboard, and plates attached thereto either broken off or cracked, but she was still able to complete the voyage, anchoring at St. Nazaire that evening. However, due to crowded harbor conditions, she did not begin discharging cargo until 6 May.

A week later, lookouts spotted a fire breaking out on board *Mexican* (Id. No. 1655), lying directly ahead of them in St. Nazaire harbor. *Alaskan* called away her fire and rescue party, which aided *Mexican's* men in controlling the blaze before it did serious damage.

Alaskan remained in French waters into June, first at St. Nazaire, completing the discharge of her cargo, before she proceeded down the coast, passing the Ile de Yeu on 7 June in a coastal convoy bound for the Gironde River, which she reached later that day. Getting underway on the 10th for the return voyage to the United States, the ship brought her first voyage for NOTS to a close when she reached New York harbor late on the 23rd.

Her second wartime voyage began on 28 July, after the ship had undergone voyage repairs at Morse Drydock, Brooklyn, before moving to Bush Terminal Pier No. 6 to take on cargo. Carrying the vice commodore of the convoy, Lt. Comdr. Isaiah F. Shurtleff, USNRF, *Alaskan* arrived at St. Nazaire on 12 August, anchoring late the following day. Among the cargo she discharged was oil for the tanks at the United States Naval Aviation Station, Le Croisic. With a return cargo that included ordnance material, the freighter got underway for home on the afternoon of 28 August and reached Hampton Roads on the afternoon of 13 September.

For her third voyage during the war, *Alaskan* cleared Hampton Roads on 29 September and joined a France-bound convoy the following day, this time routed via Gibraltar. Arriving at the British colony on the 16th of October, *Alaskan* lingered there until the 20th, when she began the last passage of her voyage. Two days out, at 1137 on 22 October, she collided with, and sank, a fishing boat (nationality not specified in the logs). Fortunately, another boat "of similar character" fished the men out of the sea.

Reaching Marseille a little before midnight on 23 October, *Alaskan* discharged lumber, tractors, and trailers, on the 26th and over ensuing days. The cargo ship was still lying in port on 11 November when the news reached her of the signing of the armistice with Germany—an event duly celebrated by the ship's sounding her whistle and hoisting allied flags.

Alaskan ultimately reached Newport News, via Gibraltar, on the afternoon of 29 November 1918, bringing to a close her third and final round-trip voyage under the aegis of NOTS. Now that the war was over "over there," the return of troops became a priority item. *Alaskan* was selected for conversion to a transport to aid in the World War I version of the "Magic Carpet" operations from another global conflict more than two and one-half decades later, and assigned to the Cruiser-Transport Force on 12 December 1918.

Two days before the reassignment, *Alaskan* had sailed for New York, where her guns were ultimately removed by a Navy derrick lighter off Weehawken on 19 December. Over the following weeks, *Alaskan* underwent a metamorphosis from cargoman to trooper, with the addition of troop accommodations for up to 2,260 men. The work was done at Brooklyn by the W. A. Fletcher Shipyard under the direction of Army authorities. Unfortunately, as will be seen, the initial estimates of her troop carrying capacity were much too high.

Alaskan—now a troop transport—cleared New York harbor on 24 February 1919, bound for France, and reached St. Nazaire on 10 March. After embarking troops between 0910 and 1710, on 15 March, she got underway later the same day on the return leg of the voyage. *Alaskan* moored at Army Pier No. 2, Hoboken, on 31 March, and after quick voyage repairs, sailed again for European waters on 7 April. She conducted three more trooping voyages, one to Bordeaux and two to St. Nazaire, each time returning to disembark returning doughboys at Hoboken. She sent her last contingents of troops ashore alongside Pier No. 8, Hoboken, on the afternoon of 16 July 1919.

After drydocking at Brooklyn, and the removal of her troop accommodations, *Alaskan* was back at Pier No. 8, Hoboken, by 24 July. On 5 August, at 1602, *Alaskan* was turned over to her prewar owners, the American-Hawaiian Steamship Co.

Alaskan operated under the house flag of the American-Hawaiian Steamship Co., for the rest of her time under the stars and stripes, through the mid-1920's. Sold to Italian interests in 1927, she became *Memore*, and was registered by the *Compagnie Generale Armamento Soc. Anon.*, her home port being listed as Genoa. She remained on contemporary merchant vessel lists until 1933, and then her name disappeared from the rolls. Presumably, she was scrapped in Italy in the early 1930's.

Alatna

A river in north central Alaska rising in the Brooks Range and flowing about 200 miles to the southeast to enter the Kayukuk River.

(AOG-81: dp. 5,720 (f.); l. 302'; b. 61'; dr. 19'; s. 13 k. (tl.); cpl. 51; cl. *Alatna*; T. T1-MET-24a)

Alatna (AOG-81), a gasoline tanker specially constructed for service in polar regions, was launched on 6 September 1956 at Staten Island, New York, by the Bethlehem Steel Corp.; sponsored by Mrs. Wilma Miles; and placed in service with the Military Sea Transportation Service in July of 1957.

Manned by a civil service crew, *Alatna* carried petroleum products from ports along the Atlantic and gulf coasts and in the Caribbean Sea to scattered American outposts in both polar regions. For more than 15 years, the tanker and her crew struggled against snow, wind, and ice to support American military bases in the Arctic and American scientists in the Antarctic. On 8 August 1972, *Alatna* was placed out of service and laid up with the Maritime Commission's National Defense Reserve Fleet at Suisun Bay, Calif. As of July 1986, the ship was still there, in reserve.

Alava Bay

A bay indenting the southeastern shore of the Aleutian island of Revillagigedo, four miles northeast of Point Alava, located near the southern entrance of the Behm Canal, near 55°55' north latitude, 131°07' west longitude.

The escort aircraft carrier *Alava Bay* (CVE-103)—her name assigned on 23 September 1943—was laid down under a Maritime Commission contract (MC hull 1140) on 22 March 1944 at Vancouver, Wash., by the Kaiser Co.; but she was renamed *Roi (q.v.)* on 26 April 1944, in keeping with the policy of renaming CVE's to commemorate victorious battles of the then still ongoing war.

Alava, General see *General Alava* (AG-5)

Alazon Bay

The northeastern arm of Baffin Bay which in turn is an estuary emptying into Laguna Madre, a sound paralleling the coast of Texas in the vicinity of Corpus Christi.

The projected aircraft escort vessel, AVG-55, was originally assigned the name *Ameer*; but—following her reclassification as

an auxiliary aircraft carrier, ACV-55, on 20 August 1942—she was renamed *Alazon Bay* on 22 January 1943. The ship was laid down under a Maritime Commission contract (MC hull 1092) on 3 November 1942 at Vancouver, Wash., by the Kaiser Shipbuilding Co.; but on 3 April 1943—two days before her launching—she was again renamed, this time *Casablanca* (q.v.) to commemorate the recent Allied landings in North Africa.

On 28 June 1943, the name *Alazon Bay* was reassigned to the projected auxiliary aircraft carrier, ACV-94, (later to be reclassified CVE-94) but the warship was renamed *Lunga Point* (q.v.) on 6 November 1943, well in advance of her keel-laying which occurred on 19 January 1944.

Albacore

The albacore is a small tuna found in temperate seas throughout the world. It is easily distinguished from other tuna by its pectoral fin. Albacore usually weigh between 40 to 80 pounds. The fish are also noted as rapid swimmers. Albacore is a popular food fish and is one of the most valuable for canning purposes. The albacore is also a fine sporting fish and struggles violently when hooked. The first *Albacore* retained her former name; subsequent ships were named for the fish.

I

(MB: t. 14; l. 50'8"; b. 9'6"; dr. 4'7"; s. 7 k.; a. 1 1-pdr., 1 mg.)

The first *Albacore* (SP-751) was built in 1900 at San Diego, Calif., by Howard Bros.; acquired by the Navy from her owner, Bryant H. Howard of San Diego; ordered to be delivered on 21 June 1917; and commissioned soon thereafter.

The motorboat was assigned to the 12th Naval District, where she operated as a section patrol boat. *Albacore* was returned to her owner on 19 March 1919.

II

(SS-218: dp. 1,526 (surf.), 2,424 (subm.); l. 311'9"; b. 27'3"; dr. 19'3"; s. 20.25 k. (surf.), 8.75 k. (subm.); cpl. 60; a. 1 3", 4 mg. 10 21" tt.; cl. *Gato*)

The second *Albacore* (SS-218) was laid down on 21 April 1941 by the Electric Boat Co., Groton, Conn.; launched on 17 February 1942; sponsored by Mrs. Elwin F. Cutts, the wife of Capt. Cutts; and commissioned on 1 June 1942, Lt. Comdr. Richard Cross Lake in command.

Following shakedown, the submarine proceeded via the Panama Canal to Pearl Harbor and, from that base on 28 August, began her first war patrol which took her to waters of the north

and northeast pass through the coral reef which surrounds the Truk Islands. On 13 September, *Albacore* sighted two cargo vessels sailing in a column formation and prepared for her first combat action. Lake made a submerged approach and fired three torpedoes at the leading ship and two at the second. One—or possibly two—torpedoes hit on the first ship; but none struck the second. *Albacore* claimed to have damaged the leading vessel.

Her next enemy contact came on 1 October when the submarine made a night surface attack on a Japanese tanker. She expended seven torpedoes and scored two hits. Although the tanker appeared to be low in the water, she was still able to leave the scene under her own power. On 9 October, *Albacore* spotted a *Zuikaku*-class carrier escorted by a heavy cruiser and a destroyer but was depth charged by the escorts and forced to break off her pursuit. The next day, she attacked a freighter. One torpedo hit the mark; and, 12 minutes after firing, the sound of two heavy explosions caused the submarine's crew to presume that they had downed the vessel.

Beginning at mid-morning on 11 October, *Albacore* underwent a series of depth chargings, all of which exploded close aboard. At 1548, the conning officer finally spotted the Japanese attackers, two submarine chasers and an airplane. A third ship equipped with sound gear joined the group and continued the hunt. The ships crisscrossed over *Albacore* close enough for propeller noise to reverberate throughout the submarine and compelled her to proceed under her most silent running conditions. All auxiliary systems were secured, off-duty men remained in their bunks, and all watch personnel were barefoot. After a chase of nearly seven hours, the Japanese ships disappeared astern, and *Albacore* then surfaced to clear the immediate area. On 12 October, *Albacore* headed for Midway. Although she had had several opportunities to score during the patrol, *Albacore* was not credited with any damage to Japanese shipping. The submarine arrived at Midway on 20 October and commenced a refit.

With her refurbishing completed and a new 20-millimeter gun installed, *Albacore* sailed on 11 November for her second patrol. Her assigned areas were the Roger St. George's Channel, New Britain; along the east coast of New Guinea to Vitiaz Strait; and the Dallman Pass off Madang harbor, New Guinea. On 24 November, the submarine spotted a convoy of two cargo vessels and their escorts. *Albacore* maneuvered into position and fired two stern tubes, but neither torpedo found its target. Two days later, on 26 November, *Albacore* herself became the quarry. Two Japanese destroyers depth charged her, and the explosions caused numerous small leaks around the cable packing glands in the pressure hull. After a two-hour chase, the Japanese retired; and *Albacore* shifted her patrol area to Vitiaz Strait. Another golden opportunity arose on 13 December, when *Albacore* found three Japanese destroyers. She released a three-torpedo spread but again was unsuccessful. On 18 December, *Albacore* was stationed in the area of Madang, New Guinea. The submarine discovered what seemed to be a transport and a destroyer.



Albacore (SS-218) in Measure 9 camouflage (dull black) off Groton, 9 May 1942. Note the large conning tower and periscope sheers. (NH 5776)

Albacore torpedoed the "transport," and it exploded in a mass of flames and sank. *Albacore* had in fact downed the light cruiser *Tenryu*, a 3,300-ton vessel and the second Japanese cruiser sunk by an American submarine in World War II. *Albacore* put into port at Brisbane, Australia, on 30 December 1942.

After an overhaul of her engines, *Albacore* got underway on 20 January 1943 to begin her third patrol. Off the north coast of New Guinea, she spotted 11 targets in as many days. The first group, encountered on 20 February, consisted of a destroyer and a frigate escorting a minelayer. *Albacore* fired 10 torpedoes and believed she had downed the destroyer and damaged the frigate. In the following days, *Albacore* attacked one tanker, several freighters, and another destroyer. Of eight torpedoes expended during these actions, all missed their targets. When *Albacore* ended her patrol at Brisbane on 11 March, she was credited with sinking one destroyer and a frigate for a total of 2,250 tons lost.

Albacore was briefly drydocked for repairs and underwent refresher training before sailing for a fourth patrol on 6 April. This time, her area was around the Solomon and Bismarck Islands and off the north coast of New Guinea. While she sighted several convoys, she recorded no hits. *Albacore* returned to Brisbane on 26 May. While *Albacore* was being refitted at that port, Lt. Comdr. Oscar E. Hagberg relieved Lt. Comdr. Lake in command of the submarine.

On 16 June, *Albacore* was underway for her fifth patrol and waters surrounding the Bismarck and Solomon Islands. During this patrol, she sighted three separate convoys and attacked two. *Albacore* claimed to have damaged a transport on 19 July, but the submarine failed to sink any vessels. *Albacore* arrived back at Brisbane and began a refit alongside *Fulton* (AS-11).

On 23 August, *Albacore* left to patrol roughly the same area as on her previous assignment. She spotted a Japanese submarine on 31 August but was unable to press home an attack. On 4 September, she encountered a two-ship convoy protected by two escorts and sank one of the ships, *Heijo Maru*, with three torpedo hits made shortly after the initial contact. The submarine then pursued the other vessel for the next two days but was able only to inflict minor hull damage on her target. She terminated her patrol at Brisbane on 26 September.

Albacore's seventh patrol began on 12 October. She fired six torpedoes at a large merchant ship on 25 October but recorded no hits. On 6 November, she received a report of a convoy, which had been spotted by *Steelhead* (SS-280), and began to search for it. On the 8th, the submarine found the convoy and started to track it. However, a plane from the 5th Air Force bombed her and caused her to lose contact with the Japanese ships. The submarine sustained no damage from this attack. *Albacore* was again bombed by an American aircraft on 10 November. This time, the submarine suffered considerable damage. All auxiliary power was knocked out, and the submarine was plunged into total darkness. The main induction valve went under before it was shut and began filling up with water. *Albacore* plunged to a depth of 450 feet before her dive was checked. For the next two and one-half hours, she bounced between 30 feet and 400 feet while at various attitudes. She finally managed to return to the surface with her trim almost restored. The submarine resubmerged, and it was decided to continue the patrol while simultaneously making necessary repairs.

Following this ordeal, *Albacore* received orders to locate and attack the light cruiser *Agano*, which had been hit and damaged by *Scamp* (SS-277). *Albacore* found *Agano* on 12 November and tried to attack, but Japanese destroyers held the submarine down with a four-hour depth charge barrage. On her return to Brisbane on 5 December, Lt. Comdr. James W. Blanchard relieved Hagberg of command.

Albacore departed Australia on the day after Christmas 1943 to patrol north of the Bismarcks. She spotted her first target on 12 January 1944 and sank cargo vessel *Choko Maru* with two separate torpedo attacks. Two days later, she blew up the destroyer *Sazanami* with four shots from her stern tubes. Following more than a fortnight of uneventful patrolling, the submarine headed home. She made brief fuel stops at Tulagi and Midway before reaching Pearl Harbor on 22 February. After three days of voyage repairs, *Albacore* continued on to the Mare Island Navy Yard, Vallejo, Calif., for overhaul.

Albacore left Mare Island on 5 May and held training exercises with *Shad* (SS-235) en route to Hawaii. The submarine reached Pearl Harbor on 13 May and spent the next two weeks on final repairs and training. *Albacore* began her ninth patrol on 29 May and was assigned waters west of the Marianas and around

the Palaus. During the next few days, she made only one contact, a Japanese convoy which she encountered on 11 June. However, before the submarine could maneuver into attack position, a Japanese aircraft forced her to dive and lose contact.

On the morning of the 18th—two days after American forces began landing on Saipan—*Albacore* shifted from her position west of the Marianas to a new location 100 miles further south. Admiral Nimitz had ordered this move in the hope of enabling the submarine to intercept a Japanese task force under Admiral Ozawa reportedly steaming from Tawi Tawi toward Saipan. At about 0800 the next morning, 19 June, *Albacore* raised her periscope and found herself in the midst of Ozawa's main carrier group. Blanchard allowed one Japanese carrier to pass unharmed and selected a second one for his target. He fired six bow tubes. Three Japanese destroyers immediately charged *Albacore*. While the submarine was diving to escape, her crew heard one solid torpedo explosion. About that same time, 25 depth charges began raining down on the submarine. Then Blanchard heard "a distant and persistent explosion of great force" followed by another.

One of the torpedoes had hit Ozawa's flagship, the 31,000-ton carrier *Taiho*—the newest and largest floating air base in the Japanese fleet. The explosion jammed the enemy ship's forward aircraft elevator, and filled its pit with gasoline, water, and aviation fuel. However, no fire erupted, and the flight deck was unharmed. Ozawa was unconcerned by the hit and launched two more waves of aircraft. Meanwhile, a novice took over the damage control responsibilities. He believed that the best way to handle gasoline fumes was to open up the ship's ventilation system and let them disperse throughout the ship. This action turned the ship into a floating time bomb. At 1330, a tremendous explosion jolted *Taiho* and blew out the sides of the carrier. *Taiho* began to settle in the water and was clearly doomed. Although Admiral Ozawa wanted to go down with the ship, his staff persuaded him to transfer to the cruiser *Haguro*. After Ozawa left, *Taiho* was torn by a second explosion and sank stern first, carrying down 1,650 officers and men.

No one on *Albacore* thought *Taiho* had sunk. Blanchard was angry for "missing a golden opportunity." After this action, *Albacore* was assigned lifeeguard duty for planes striking Yap and Ulithi. On 2 July, *Albacore* shifted over to intercept traffic between Yap and the Palaus. The submarine spotted a wooden, inter-island steamer loaded with Japanese civilians. Blanchard decided to stage a surface gun attack. After insuring the ship was afire, *Albacore* dived to avoid an airplane. The submarine surfaced soon thereafter and picked up five survivors.

Albacore put in to Majuro on 15 July. She was praised for an aggressive patrol and received credit for damaging a *Shokaku*-class carrier. American codebreakers lost track of *Taiho* after the Battle of the Philippine Sea and, while puzzled, did not realize that she had gone down. "Months and months went by," Blanchard recalled. "Then they picked up a POW someplace who said *Taiho* went down in the Battle of the Philippine Sea. Even then, intelligence was doubtful. So I said, 'Keep him alive until he convinces them.'" After confirmation finally had been obtained, Blanchard was awarded a Navy Cross.

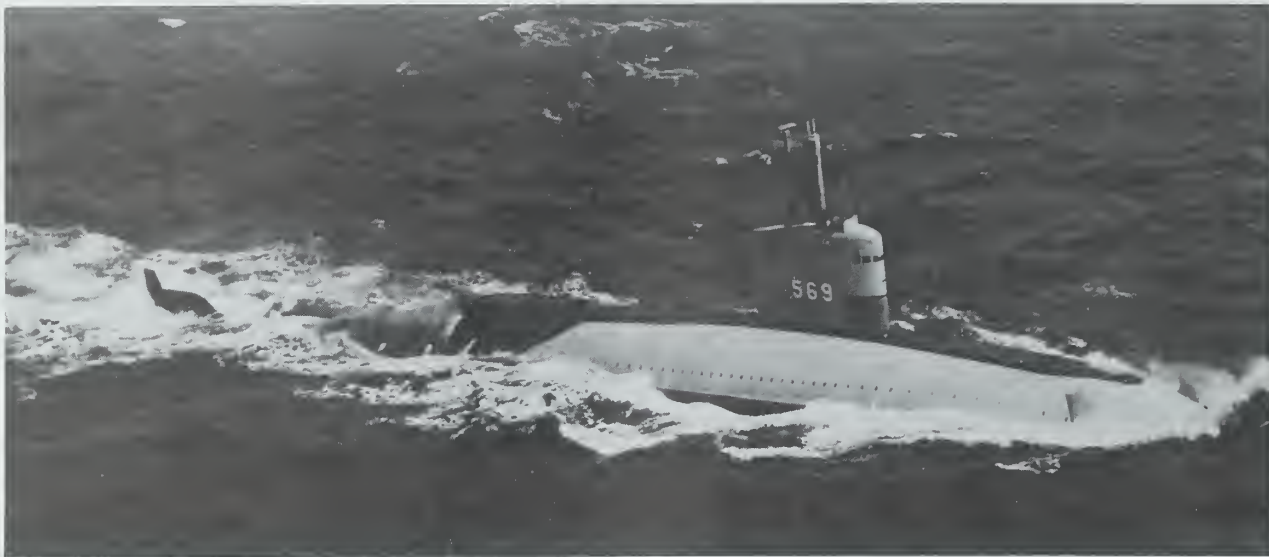
After a refit alongside *Bushnell* (AS-15), the submarine began her 10th patrol on 8 August. Her assignment was the Bungo Suido-Kii Suido area; and, during this period, *Albacore* was credited with sinking two Japanese vessels, a cargo ship and a submarine chaser. The patrol ended at Pearl Harbor on 25 September.

Albacore left Pearl Harbor on 24 October, topped off her fuel tanks at Midway on 28 October, and was never heard from again. According to Japanese records captured after the war, a submarine assumed to be *Albacore* struck a mine very close to the shore off northeastern Hokkaido on 7 November. A Japanese patrol boat witnessed the explosion of a submerged submarine and saw a great deal of heavy oil, cork, bedding, and food supplies rise to the surface. On 21 December, *Albacore* was assumed to have been lost. Her name was struck from the Navy list on 30 March 1945.

Albacore won the Presidential Unit Citation for her second, third, eighth, and ninth patrols and nine battle stars for her service during World War II.

III

(AGSS-569: dp. 1,242 (surf.), 1,837 (subm.); l. 203'10"; b. 27'4"; dr. 18'7"; s. 25 k. (surf.), 20+ k. (subm.); cpl. 36; a. none; cl. *Albacore*)



Albacore (SS-569) off the Isle of Shoals, 5 April 1954. Note her color scheme, more often seen in surface ships, and shaded number on her sail. (80-G-636615)

The third *Albacore* (AGSS-569) was laid down by the Portsmouth (N.H.) Naval Shipyard on 15 March 1952; launched on 1 August 1953; sponsored by Mrs. J. E. Jowers, the widow of Chief Motor Machinist's Mate Arthur L. Stanton, lost with the second *Albacore* (SS-218); and commissioned on 6 December 1953, Lt. Comdr. Kenneth C. Gummerson in command.

The effectiveness of submarines in World War II convinced the Navy that undersea warfare would play an even more important role in coming conflicts and dictated development of superior submarines. The effectiveness of submarines in World War II convinced the Navy that undersea warfare would play an even more important role in coming conflicts and dictated development of superior submarines. The advent of nuclear power nourished the hope that such warships could be produced. The effort to achieve this goal involved the development of a nuclear propulsion system and the design of a streamlined submarine hull capable of optimum submerged performance.

Late in World War II a committee studied postwar uses of atomic energy and recommended the development of nuclear propulsion for ships.

Since nuclear power plants would operate without the oxygen supply needed by conventional machinery, and since techniques were available for converting carbon dioxide back to oxygen, the Navy's submarine designers turned their attention to vessels which could operate for long periods without breaking the surface. Veteran submariners visualized a new type of submarine in which surface performance characteristics would be completely subordinated to high submerged speed and agility. In 1949 a special committee began a series of hydrodynamic studies which led to a program within the Bureau of Ships to determine what hull form would be best for submerged operation. The David Taylor Model Basin tested a series of proposed designs. The best two—one with a single propeller and the other with dual screws—were then tested in a wind tunnel at Langley Air Force Base, Va. The single-screw version was adopted, and construction of an experimental submarine to this design was authorized on 25 November 1950. This ship was classified as an auxiliary submarine (AGSS-569) and named *Albacore*.

The submarine departed Portsmouth on 12 October 1955 and sailed via Block Island, R.I., for Key West where she arrived on 19 October to commence antisubmarine warfare evaluation and to provide target services to the Operational Development Force's Surface Antisubmarine Development Detachment. On 4 November, Admiral Arleigh A. Burke, Chief of Naval Operations, embarked in *Albacore* for a brief demonstration cruise. On 19 November 1955, *Albacore* sailed for a rendezvous point off the Bahama Islands where she conducted special operations until 24 November and then returned to Portsmouth.

From December 1955 to March 1956, *Albacore* underwent stern renewal. Until this time, her propeller had been surrounded by the rudder and stern plane control surfaces. With her "new look," she resembled a blimp, with her propeller aft of all control surfaces.

Operation with her new stern configuration started in April 1956 and continued until late in the year. In May *Albacore* visited New York City and participated in the television production "Wide, Wide World," during which she submerged, with an underwater camera mounted on her forecabin, first live telecast of a submarine while diving.

Following preliminary acceptance trials, the new submarine departed Portsmouth on 8 April 1954 for shakedown training. She began the first cycle of a career in which she experimented extensively with a given configuration and then returned to Portsmouth for extensive modifications so that she might evaluate different design concepts. In this way, she helped the Navy to develop better hull configurations for future submarine classes. On this initial cruise, she operated out of New London before sailing for Key West, Fla., to conduct operations out of that port and in Cuban waters. She returned to Portsmouth on 3 July for more than a year of trials in cooperation with the David Taylor Model Basin. Throughout these operations, she underwent repairs and modification in an effort to eliminate technical problems.

In November 1956, *Albacore* reentered the shipyard for engine conversion. She departed New London, 11 March 1957, for operations out of San Juan, Puerto Rico, and Guantanamo Bay, Cuba. The submarine returned to Boston on 2 April 1957 and operated locally out of Boston and Portsmouth until entering the Portsmouth Naval Shipyard early in 1958 for an overhaul which lasted until June.

The ensuing tests emphasized sound reduction and included extensive evaluation of Aquaplas, a sound dampening plastic which had been applied to the ship's superstructure and tank interiors. In October 1958, her bow planes were removed to cut down still more on noise. The submarine ended the year with a fortnight's run to Halifax, Nova Scotia, and back to serve as a target ship for Canadian warships.

In 1959, a newly designed 14-foot propeller was installed and tested. *Albacore* sailed south late in May and, after operating in the British West Indies for two weeks, proceeded to Key West to serve as a target for the Surface Antisubmarine Development Detachment. After returning north, she spent much of the remainder of 1959 and most of 1960 undergoing widely varied tests for the David Taylor Model Basin. One of the more unusual consisted of evaluating a concave bow sonar dome.

On 21 November 1960, the ship entered the Portsmouth Naval Shipyard for a major overhaul and conversion in which she

received: a new, experimental, "X"-shaped tail for increased control; 10 dive breaks around her hull; a new bow which included modified forward ballast tanks; new sonar systems; and a large auxiliary rudder in the after part of her sail. Following the completion of this work in August 1961, she operated along the east coast learning the effect of her new configuration and equipment upon her capabilities and performance.

In 1962, she received a newly developed DIMUS sonar system and, on 7 December of that year, work began on her fourth major conversion which included the installation of concentric contra rotating propellers, of a high-capacity silver-zinc battery, and of a larger main motor. New radio equipment, BQS and BQR sonars, an emergency recovery system, and a new main ballast tank blow system were also added. After the work was completed in March 1965, *Albacore* prepared for deployment to Florida waters to study the results of her changes. She returned to Portsmouth on 8 October and continued to evaluate her capabilities under the new configuration. On 1 August, she reentered the Portsmouth Naval Shipyard to replace the silver-zinc battery and to shorten the distance between the contra-rotating propellers—work which lasted into August 1967.

Standardization and machinery tests in the Gulf of Maine during September were followed by evaluation of towed sonar arrays off Port Everglades, Fla., in October and November. Then came acoustics trials in the Tongue of the Ocean, a deep channel in the Central Bahamas.

On New Year's Day 1968, the submarine returned to Portsmouth for a modification of her propulsion system which kept her in the navy yard until 19 April. Then, following a month of trials in the Gulf of Maine, she headed south for evaluation of her new MONOB I and AUTECH systems and of Fly-Around-Body (FAB), Phase I, equipment on Tongue of the Ocean. She returned to Portsmouth on 24 August for AUTECH deinstrumentation and installation of FAB Phase II equipment. Then, following evaluation of this new gear in the Gulf of Maine, *Albacore* returned to Portsmouth on 30 September and went into reduced operating status pending the results of further studies on the feasibility of using her thereafter for further research. Consequently, she remained for the most part inactive until 2 February 1970 when she began an overhaul in drydock and modifications to prepare her for Project SURPASS, a research and development project sponsored by the Naval Ship Research and Development Center at Carderock, Md. The ship left drydock on 16 April 1971, commenced sea trials on 22 July, and completed them on 29 August. Early in October, she operated off Provincetown, Mass., to calibrate her sonar and radar equipment.

However, after frequent diesel engine failures had caused repeated delays in her operations, her deployment in support of Project SURPASS was cancelled and preparations for her deactivation were begun. *Albacore* was decommissioned on 9 December 1972 and laid up at Philadelphia. Her name was struck from the Navy list on 1 May 1980, and she was towed back to Portsmouth late in April 1984. In 1985, she was dedicated as a memorial.

Albacore's service as an active experimental submersible for more than two decades steadily increased the Navy's knowledge of both theoretical and applied hydrodynamics which it used in designing faster, quieter, more maneuverable, and safer submarines. The Navy's effort to build hulls capable of optimum operation while submerged was wedded to its nuclear propulsion program in the submarine *Skipjack* (SSN-585) which was laid down in the spring of 1956; and these two concepts have complemented each other in the design of all of the Navy's subsequent submarines.

Albany

A city in New York located on the west bank of the Hudson River about 145 miles north of New York City. It is the state capital and the seat of government for Albany County.

I

(SlpW: t. 1,064; l. 163'6"; b. 32'2"; dr. 13'0"; dph. 17'3"; cpl. 210; a. 4 8", 18 32-pdrs.)

The first *Albany* was laid down at the New York Navy Yard sometime in 1843; launched on 27 June 1846; and commissioned on 6 November 1846, Capt. Samuel Livingston Breese in command.

The sloop of war put to sea on her first cruise on 26 November

1846 and joined the Home Squadron—then engaged in operations against Mexicans—on 8 January 1847 at Anton Lizardo. Soon thereafter, however, she departed the Mexican coast for an independent cruise to the vicinity of the Azores. Upon her return to the east coast of Mexico early in March, *Albany* guarded the transport anchorage at Isla Verde in preparation for General Winfield Scott's operations against Veracruz. During the 9 March amphibious action, *Albany* carried and landed the reserve elements under Brigadier General David E. Twiggs. Since the Mexican leaders chose not to oppose the landings, *Albany* saw no combat. Later, on 22 March, the sloop of war sent one of her 8-inch shell guns and its support personnel ashore to help in the siege of Veracruz.

Veracruz surrendered formally on 29 March; and *Albany* then moved to the next objective—Alvarado. The Mexicans, however, had already abandoned that port; and Lt. Charles G. Hunter, commanding *Scourge*, arrived first and took possession of the town. *Albany*, therefore, soon headed for another target—Tuxpan. She and the other ships of the squadron arrived at the mouth of the Tuxpan River on the morning of 17 April. *Albany's* commanding officer, Capt. Breese, then formed his landing party of over 1,500 sailors and marines drawn from all ships in the squadron. They embarked in the barges and the six ships chosen to ascend the river and capture Tuxpan. *Albany* herself did not participate in the action though her captain and some of her crewmen did. Between 18 and 22 April, the force moved up the river, engaged and captured two artillery batteries, destroyed fortifications and military equipment at Tuxpan, and then retired down the river to rejoin the squadron. When the American warships dispersed to various blockade stations along the eastern coast of Mexico, *Albany* and *Reefer* remained off the mouth of the Tuxpan River.

Then, after service on the blockade at various other points, *Albany* arrived off the mouth of the Tabasco River by 13 June. Once again, her deep draft precluded the ship's actual participation in the ascent of the river. However, as in the Tuxpan operation, members of her crew joined the expedition. The movement upriver began late in the first dog watch on 14 June. In two days, the American force ascended the river, disembarked the landing force, routed the defenders on the approaches to Tabasco, and captured the town. The Americans remained there until 22 July when yellow fever and ever braver Mexican troops forced the evacuation of the town.

In the meantime, *Albany* headed home for repairs. She departed the Mexican coast on 11 July and arrived in Hampton Roads, Va., on 6 August. From there, she soon moved north to Boston where she completed her repairs on 27 September. On 10 October, the sloop of war put to sea to return to the Gulf of Mexico and served along the Mexican coast on blockade duty again until March of 1848 when she was detached and sent to Venezuela to protect American citizens there during a highly volatile constitutional crisis in that country. With the Mexican War at an end, *Albany* began cruising the Caribbean-West Indies region. That duty lasted until 12 September 1848 when she returned to Norfolk.

Between 15 November 1848 and the latter part of 1853, the sloop of war made three more extended deployments in the Caribbean Sea-West Indies area as a unit of the Home Squadron. On 12 December 1853, *Albany* set sail from Boston, Mass., on the final mission of her career. After several months sailing among the islands of the West Indies and along the coast of Central America, she departed Aspinwall, Colombia (now Colon, Panama), on 29 September 1854. She was never heard from again and was listed as lost at sea with all hands.

II

Contocook (q.v.)—a screw sloop of war—was renamed *Albany* on 15 May 1869.

III

(Protected Cruiser: dp. 3,340; l. 354'9 1/2"; b. 43'9"; dr. 17'6" (aft); s. 20.52 k.; cpl. 353; a. 6 6", 4 4.7", 10 6-pdrs. 4 1-pdrs., 4 mg., 2 field pieces, 3 tt.)

The third *Albany*—a protected cruiser laid down at Newcastle-on-Tyne, England, by Armstrong, Whitworth & Co. as *Almirante Abreu* for the Brazilian Navy—was purchased while still on the ways by the United States Navy on 16 March 1898 to



The cruiser *Albany*, in an undated broadside view, early in her career, clearly showing the disposition of her main battery and the white and spar color scheme prevalent in the United States Navy early in the 20th century. (19-N-11963)

prevent her being acquired by the Spanish Navy; renamed *Albany*; launched in February 1899; sponsored by Mrs. John C. Colwell, the wife of the American naval attaché in London; and commissioned in the Tyne River, England, on 29 May 1900, Capt. Joseph E. Craig in command.

On 26 June 1900, *Albany* put to sea bound for service in the Philippines. Steaming via Gibraltar, the Mediterranean Sea, the Suez Canal, and the Indian Ocean, the cruiser arrived at Cavite in the Philippines on 22 November. She served with the Asiatic Fleet in the Philippines for the next seven months. During that tour of duty, the protected cruiser visited Hong Kong from 28 December 1900 to 17 February 1901 for repairs in drydock.

On 3 July 1901, she departed Cavite to return to the European Station. Retracing the path of her maiden voyage, *Albany* transited the Suez Canal early in September and reentered the Mediterranean on 15 September.

For the following nine months, the warship cruised the warm waters of the Mediterranean visiting ports in Greece, France, Italy, Spain, and Egypt. She entered the Atlantic on 18 June 1902 and, after stops at Cherbourg, France, and Southampton, England, rendezvoused with *Illinois* (Battleship No. 7), the protected cruiser *Chicago*, and *San Francisco* (Cruiser No. 5) off Galloper light vessel on 12 July. She exercised with those ships until 20 July at which time she set a course for the Baltic Sea. During her sojourn in the waters of northern Europe, she visited Stockholm, Sweden; Kronstadt, Russia; and Copenhagen, Denmark. Early in September, she exited the Baltic and, after a visit to Plymouth, England, reentered the Mediterranean on the 12th. After almost two months of duty in the "middle sea," *Albany* set a course for the western hemisphere early in November. She arrived in the West Indies later that month and ended the year in fleet tactical maneuvers which she concluded early in January 1903. On the 5th, the ship set a course for Boston, Mass.

After repairs at Boston and at the New York Navy Yard, *Albany* got underway on 15 February 1903 to return to Euro-

pean waters. At the end of a brief tour of duty in the Mediterranean, she transited the Suez Canal at the end of May and set a course for the Far East. She stopped for coal at Hong Kong and then joined the Asiatic Fleet at Chefoo in northern China. She spent most of the remainder of 1903 operating with that fleet in the waters of northern China, Korea, and Japan. On one occasion in mid-November, she carried the United States minister to Korea from Kobe, Japan, to Chemulpo, Korea. Upon returning to Kobe and proceeding thence to Yokohama, the protected cruiser embarked upon a voyage to Hawaii on 3 December. She arrived in Honolulu on the 16th and remained there until the 29th at which time she headed back toward the western Pacific. She made a stop at Guam in the Ladrone (now Mariana) Islands before arriving at Cavite in the Philippines on 20 January 1904. She operated in the Philippines for about a month and headed for the coast of China on 19 February. The warship reached Shanghai four days later and remained in the vicinity for a month before getting underway for the Philippines on 22 March. She laid over at Cavite from 26 March to 18 April. The cruiser made another brief voyage to Shanghai and back to the Philippines between 18 and 30 April. Following a week at Cavite, she put to sea, bound for the United States. She made stops en route at Guam and Honolulu and arrived in port at Bremerton, Wash., on 16 June. Soon thereafter, *Albany* was placed out of commission at the Puget Sound Navy Yard.

The protected cruiser remained inactive for almost three years. On 10 June 1907, she was placed in full commission, Comdr. Henry T. Mayo in command. Assigned to the Pacific Fleet, *Albany* spent the next three years cruising the western coasts of North and Central America. Her duty on the west coast of North America consisted primarily of training evolutions but also included surveillance missions along the coast of Central America in protection of United States citizens and their interests in the perennially unsettled republics there. She visited ports in Mexico, Honduras, El Salvador, and Nicaragua. The latter country proved to be her primary area of operations dur-

ing the first part of 1910 when she was attached to Rear Admiral Kimball's Nicaraguan expeditionary force. She returned north to the Puget Sound Navy Yard in May to begin preparations to deploy once more to the Asiatic Fleet. On 4 August, she departed the navy yard on her way to Chinese waters. After stops at Honolulu in Hawaii and Yokohama in Japan, *Albany* arrived at Woosung, China, on 15 September. For almost three years, the protected cruiser plied Far Eastern waters visiting ports from the Philippines to China to Japan.

On 20 October 1913, the warship left Yokohama, bound for home. She stopped at Honolulu from 31 October to 5 November and arrived in San Francisco on 12 November. She moved north to Puget Sound at mid-month and was placed in reserve there on 23 December. Following repairs, she was recommissioned on 17 April 1914. That summer and fall, she cruised Mexican waters in the wake of the incident at Tampico and the resultant landing at Veracruz. She concluded that duty late in November and, on 4 December 1914, was placed out of commission at Bremerton, Wash., for a general overhaul. At the conclusion of those repairs late in the spring of 1915, *Albany* was assigned training duty with the state naval militias of Washington and Oregon. On 12 May 1916, she was returned to full commission, Lt. Comdr. Orin G. Murfin in command. Upon returning to active service, she once again headed for Mexican waters—this time as part of the United States' response to the massacre of American citizens in Columbus, N.M., perpetrated by Pancho Villa and his band of marauders.

By early 1917, *Albany* was operating with the Atlantic Fleet off the coast of Virginia. This change in assignment came as a result of worsening relations between the United States and the German Empire over the latter country's unrestricted submarine warfare campaign. In February and March relations deteriorated rapidly; and, early in April, the United States entered the war on the side of the Allied Powers.

On 5 July, *Albany* received orders to report to New York for convoy duty. She was assigned duties as flagship for Squadron 6, Patrol Force, Atlantic Fleet. As such, she carried the flag of Rear Admiral William C. Watts. For the duration of World War I, the cruiser escorted convoys of merchant ships, cargomen, and troop transports back and forth across the Atlantic. Between July 1917 and the end of the war on 11 November 1918, she shepherded 11 such convoys safely between the United States and Europe.

In 1919, *Albany* was once more assigned to the Asiatic Fleet. At that time, the Russian Civil War between Bolshevik and non-Bolshevik (a diverse group made up of people whose only common ground was opposition to the Bolsheviks) factions. Various Allied powers sent military contingents to several Russian ports. The United States landed troops at Vladivostok in Siberia, possibly to check Japanese pretensions in that area and to secure that port as an exit for the Czech Legion then transiting the Trans-Siberian railway. In 1919 and early 1920, *Albany* did several tours of duty at Vladivostok in support of American troops ashore. She also sent armed landing parties ashore on several occasions in further support of those troops and to evacuate sick and wounded men.

American troops were withdrawn in the spring of 1920, and *Albany* resumed normal peacetime duty with the Asiatic Fleet. That service included the usual summers in Chinese waters alternated with winters in the Philippines. On 8 August 1921, she was reclassified a light cruiser and designated CL-23. In July 1922, she departed Chinese waters for the last time and headed home. She arrived at the Mare Island Navy Yard on 6 August and was placed out of commission on 10 October 1922. She was berthed at Mare Island until 3 November 1929 when her name was struck from the Navy list. On 11 February 1930, she was sold for scrapping.

On 28 December 1940, President Franklin D. Roosevelt approved the recommendation of the name *Albany* for the *Baltimore*-class heavy cruiser CA-72; but, before the ship's construction was begun, wartime events intervened. The heavy cruiser *Pittsburgh* (CA-70) was renamed *Canberra* on 12 October 1942—to honor the Australian heavy cruiser lost during the disastrous Battle of Savo Island—and *Albany* was renamed *Pittsburgh* (q.v.) on 26 November 1942, well in advance of her keel laying which took place on 3 February 1943.

(CA-123: dp. 13,700; l. 673'5" b. 70'10"; dr. 26'4"; s. 32.6 k. (tl.); cpl. 1,969; a. 9 8", 12 5", 40 40mm., 20 20mm.; cl. *Oregon City*)

The fourth *Albany* (CA-123) was laid down on 6 March 1944 at Quincy, Mass., by the Bethlehem Steel Co.; launched on 30 June 1945; sponsored by Mrs. Elizabeth F. Pinckney; and commissioned on 15 June 1946 at the Boston Navy Yard, Capt. Harold A. Carlisle in command.

Following outfitting and a shakedown cruise in the vicinity of Casco Bay, Maine, *Albany* began operations along the east coast of the United States punctuated with cruises to the West Indies. During the ensuing months, the cruiser made a number of voyages for the purpose of training naval reservists and NROTC midshipmen. *Albany* continued to perform such duty until 11 September 1948 when she stood out of Chesapeake Bay for her first tour of duty with the American naval forces operating in the Mediterranean Sea, recently made a permanent establishment as the 6th Fleet. That deployment set the tone for the next decade. The cruiser alternated five assignments to the 6th Fleet with operations along the east coast of the United States and in the West Indies and made three cruises to South American ports. During one of the South American voyages, *Albany* carried the official United States representative to the inauguration of the President of Brazil in January 1951.

On 30 June 1958, *Albany* was placed out of commission at the Boston Naval Shipyard to begin conversion to a guided missile cruiser. On 1 November 1958, she was redesignated CG-10. The warship spent the next four years at Boston undergoing very extensive modifications as part of the conversion. The ship was recommissioned at Boston on 3 November 1962, Capt. Ben B. Pickett in command. For almost five years, she again alternated deployments to European waters—both to the Mediterranean Sea and to the North Atlantic—with operations along the east coast and in the West Indies. During that time, the cruiser visited many foreign ports and participated in a number of exercises with units of friendly navies. On 1 March 1967, she was decommissioned at the Boston Naval Shipyard once again to undergo extensive modifications. Some 20 months later, on 9 November 1968, the guided missile cruiser was placed back in commission at Boston, Capt. Robert C. Peniston in command.

However, the warship did not complete her rehabilitation and modernization overhaul until the summer of 1969. On 5 July, she stood out of Boston on her way—via Yorktown, Va., and Norfolk, Va.—to Mayport, Fla., her new home port. After several weeks of preparations, *Albany* embarked upon her shakedown cruise to the West Indies on 15 September. On 31 October, the guided missile cruiser returned to Mayport to begin operations with the Atlantic Fleet. Late in February 1970, *Albany* embarked upon her first deployment to European waters since her modernization overhaul. During the next six years, she made three cruises to the Mediterranean and completed one assignment to northern European waters. On 10 August 1976, *Albany* put to sea from Norfolk, bound for an extended tour of duty with the 6th Fleet in the Mediterranean Sea. Operating from her overseas home port at Gaeta, Italy, she served as flagship for the Commander, 6th Fleet, for almost four years.

Relieved of that duty at Gaeta by *Puget Sound* (AD-38) on 28 May 1980, the guided missile cruiser embarked upon the voyage back to the United States on 2 June. After stops at Mallorca, Spain, and Lisbon, Portugal, she arrived in New York City on 20 June. From there, the warship moved south to Hampton Roads, Va. On 29 August 1980, *Albany* was placed out of commission at Norfolk, Va. She was berthed with the Norfolk Group, Atlantic Reserve Fleet. Her name was struck from the Navy list on 30 June 1985. However, as of the beginning of 1987, the ship was still there.

V

(SSN-753: dp. 5,723 (surf.), 6,927 (subm.); l. 360'; b. 33'; dr. 32.3'; s. 20+ k.; cpl. 127; a. 4 21" tt., SUBROC, Harpoon; cl. *Los Angeles*)

The fifth *Albany* (SSN-753) was laid down on 22 April 1985 at Newport News, Va., by the Newport News Shipbuilding & Dry-

dock Co.; launched on 13 June 1987; sponsored by Mrs. Nancy M. Kissinger; and was commissioned on 7 April 1990, Commander Darl R. Anderson in command.

Albatross

The first and third ships named *Albatross* retained their former names. The others were named for any of the large, web-footed sea birds related to petrels.

I

(ScStr: t. 378; l. 150'; b. 30'; dph. 10-; s. 11 k.; a. 1 8" D. sb., 2 32-pdr. sb.)

The first *Albatross*—a screw steamer rigged as a three-masted schooner—was built at Mystic, Conn., in 1858; purchased by the Navy at Brooklyn, N.Y., on 23 May 1861; and commissioned at the New York Navy Yard on 25 June 1861, Comdr. George A. Prentiss in command.

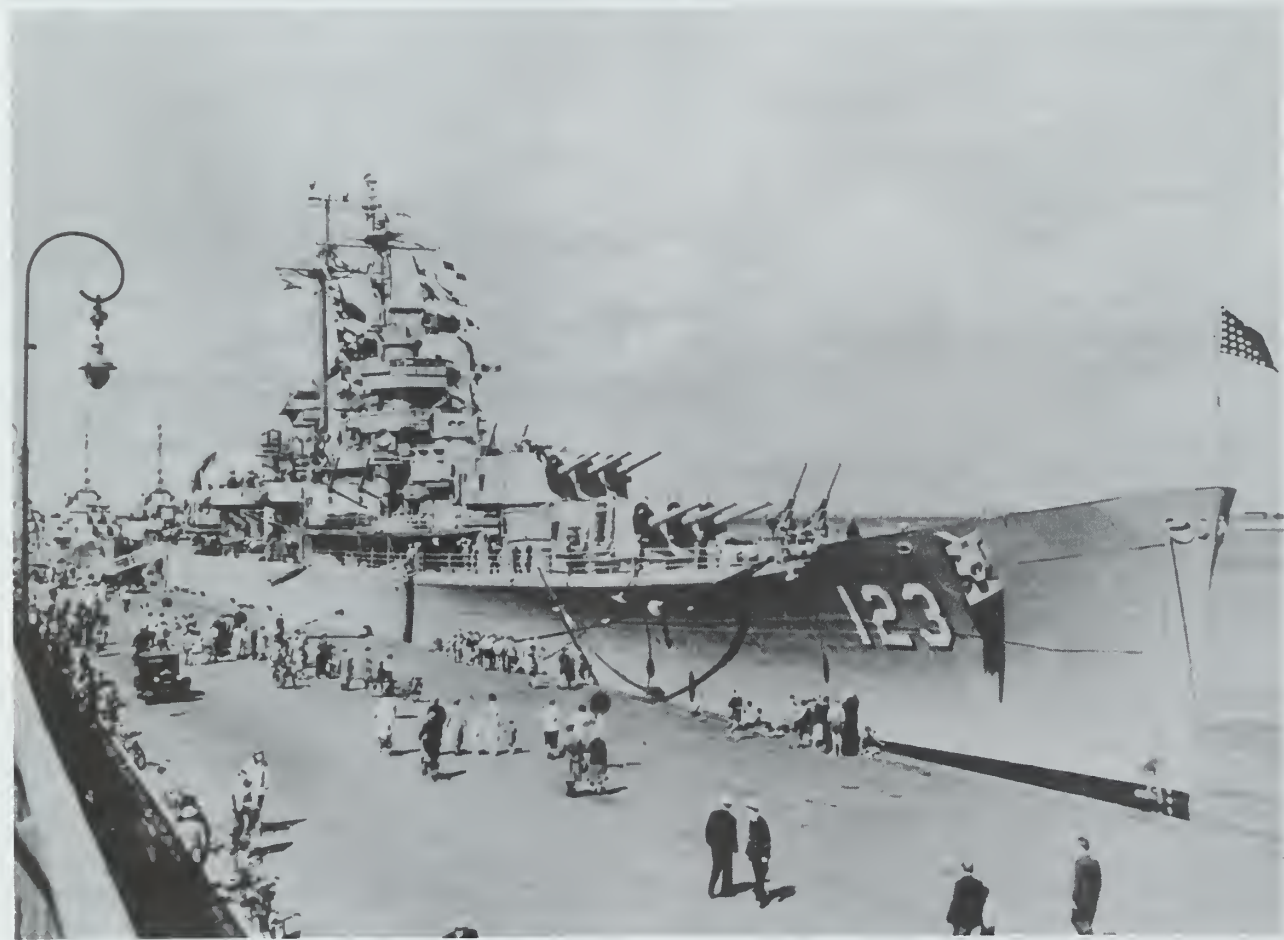
Acquired during the Union Navy's efforts to expand the Fleet early in the Civil War to carry out the blockade of the Confederate coast established by President Lincoln's proclamation of 19 April, *Albatross* was assigned to the Atlantic Blockading Squadron; soon sailed for the Virginia capes; and reported to its commander, Flag Officer Silas Stringham, at Hampton Roads, Va., on 1 July. Following a week's service in the Chesapeake Bay—along its eastern shore and off the mouth of the Rappahannock River—the steamer rounded Cape Henry on the 10th and

proceeded south to waters outside the bar off Hatteras Inlet to assist in sealing off the North Carolina coast. The ship's first action came on 11 July after a Confederate shore battery near Oregon Inlet opened fire on her. She answered with all her guns, knocked out one of the Confederate cannon, and drove the Southern soldiers from the area.

Albatross made her first capture on the 18th, when a party from the steamer boarded and seized the schooner *Velasco* of Galveston, Tex., which was carrying false papers while sailing under the Lone-Star flag from Matanzas, Cuba, with a cargo of sugar. *Albatross* took the prize to Hampton Roads and turned her over to Flag Officer Stringham on the 20th. The next day, while returning to her station, *Albatross* exchanged fire with the North Carolina steamer *Beaufort* lying off Bodie Island and forced the Southern ship to retire through Oregon Inlet to safety in Pamlico Sound.

On the 22d, while *Albatross* was chasing a sailing vessel near Hatteras Inlet, a negro man jumped overboard and shouted, "Save me, captain, she's bound to Charleston." While lowering a boat to pick up the black, *Albatross* turned her guns on the schooner and ordered her to heave to. That vessel, *Enchantress*—a schooner of Newburyport, Mass., which had been captured on 6 July by Confederate privateer, *Jeff Davis*—promptly surrendered. Comdr. Prentiss, considering the five crewmen captured with the schooner to be pirates, had them put in double irons. He placed Master's Mate Tunis D. Wendell in charge of the prize over a crew consisting of five Union sailors and the rescued man who had been on *Enchantress* when she surrendered to the Southern privateer.

Albatross took the schooner to Hampton Roads where they



Albany (CA-123), during her visit to Copenhagen, Denmark, between 18 and 23 June 1951. The high speed minelayer *Shannon* (DM-25) lies moored astern. (NH 96634)

arrived on 24 July. Since the Union steamer was in need of repairs, Stringham sent the two vessels on to Philadelphia. En route north on 1 August, a party from *Albatross* boarded *Elizabeth Ann*—of Accomac, Va., and bound from Penn's Grove, N.J., for Chincoteague, Va.—and, upon finding her papers to be incorrect, seized that vessel and took her in tow. On 2 August, the three ships reached Philadelphia where the schooners were turned over to the prize court and *Albatross* entered the shipyard for repairs.

After completion of the machinery work late in the month, the steamer returned to Hampton Roads on the evening of 31 August and began cruising in Chesapeake Bay where she took the schooner *Alabama* off the mouth of the Potomac on 14 September. Next ordered back to waters off the outer banks of North Carolina, *Albatross*—but for periodic runs to Hampton Roads for fuel and provisions and a trip to Baltimore for repairs—operated near Beaufort until April 1862 when she was transferred to the South Atlantic Blockading Squadron. The highlight of this stint of service off Beaufort was her discovery and destruction of the grounded 800-ton British ship *York* of Dublin, Ireland, near Bogue Inlet on 16 January 1862. After reporting to Flag Officer Du Pont, the ship spent May and June in Winyah Bay, S.C., blockading Georgetown, S.C. There, on 20 June, two boats from *Albatross* captured steam tug *Treaty* and schooner *Louisa*. Early in July, the steamer proceeded to Boston where she arrived on the 10th for repairs. When ready again for sea, *Albatross*—commanded by Comdr. Henry French since 1 August—was reassigned to the West Gulf Blockading Squadron. She stood out to sea on the evening of 7 August and, after reporting to Rear Admiral Farragut, was stationed off the mouth of the Rio Grande near Brownsville, Tex. There, on 21 September, she captured the schooner *Two Sisters* of Galveston, flying the Confederate flag as she was sailing from Sisal, Mexico, toward Galveston with 87 bales of gunny cloth for Southern cotton gins and one case of crinolines probably intended for a less utilitarian purpose.

Late in September, yellow fever broke out in *Albatross*; and, upon the recommendation of the ship's surgeon, Comdr. French sailed to Pensacola where she arrived on 4 October. Farragut placed the steamer in quarantine, and she was forbidden to communicate with the rest of the squadron. Nevertheless, the Admiral reprimanded French for leaving his station before his

ship had been properly relieved and, on 29 October, sent him North in *Rhode Island* with orders to report to the Secretary of the Navy. Lt. Comdr. John E. Hart took command of *Albatross*.

After the health of her crew had been restored, the steamer began patrolling off the gulf shore in mid-November. From the 24th of that month until 8 December, boat crews from the ship made a series of raids against salt works along the Florida coast between St. Andrews Bay and Pensacola, during which they destroyed over 300 salt pans.

On 11 December, *Albatross* sailed for the Mississippi where the tempo of operations to free the river for Union shipping was increasing. On the 17th, she, *Richmond*, *Cayuga*, *Katahdin*, and *Winona* supported the uncontested landing of Major General Banks' troops at Baton Rouge, La. Ever since the previous spring, when his thrusts upriver had been nullified by lack of ground forces, Farragut had been awaiting Army support for clearing the Mississippi. After the surrender of Baton Rouge, he was eager to move on to the next Confederate river stronghold, Port Hudson; but no soldiers were made available for the operation.

Finally, with the approach of the spring, misfortunes to Rear Admiral David D. Porter's Mississippi Squadron—which had been attempting to send some of its gunboats past Vicksburg to patrol the river between that strongly fortified position and Port Hudson—prompted Farragut to brave the guns of Port Hudson without help from Banks. On the evening of 13 March 1863, he moved seven of his warships—four saltwater men-of-war and three gunboats—some 15 miles above Baton Rouge and anchored for the night. During the next day, he gave careful attention to the readiness of each ship in the force for battle. He had three of the heavy warships lashed to the fort and soon-to-be-engaged sides of the smaller gunboats—pairing his flagship, *Hartford*, with *Albatross*; *Richmond* with *Genesee*; and *Monongahela* with *Kineo*. *Mississippi*, proceeding alone, brought up the rear. Farragut later explained his selection of *Albatross* as *Hartford*'s partner. "*Albatross* being the most vulnerable of the gunboats, and her speed being about equal to that of this ship, was assigned to her. . . ."

Shortly after 10:00 p.m., the fleet got underway. Moving up the river "in good style," *Hartford* and *Albatross* weathered the hail of shot from the batteries. Major General Franklin Gardner, commanding Confederate forces at Port Hudson, noted: "She



Albany (CG-10) in Boston harbor, 26 November 1968. Note the radical difference in her appearance after her conversion to a guided-missile cruiser from a gun cruiser. (NH 96627)

returned our fire boldly." While the flagship and her consort were passing the lower batteries, the current nearly swung the pair around and grounded them; "but," Farragut reported, "backing the *Albatross*, and going ahead strong on this ship, we at length headed her up the river." Though able to bring only two guns to bear on the upper batteries, Farragut successfully passed those works.

Following the flagship closely, *Richmond* took a hit in her steam plant, disabling her. "The turning point (in the river) was gained," Commander Alden reported, "but I soon found, even with the aid of the *Genesee*, which vessel was lashed alongside, that we could make no headway against the strong current of the river, and suffering much from a galling cross fire of the enemy's batteries, I was compelled though most reluctantly, to turn back, and by the aid of the *Genesee* soon anchored out of the range of their guns."

Next in line, *Monongahela* ran hard aground under Port Hudson's lower batteries where she remained for nearly half an hour, taking severe punishment. At least eight shots passed entirely through the ship. The bridge was shot from underneath Capt. James P. McKinstry, wounding him and killing three others. With *Kineo's* aid, *Monongahela* was refloated; and she attempted to resume her course upriver. "We were nearly by the principal battery," wrote Lt. Nathaniel W. Thomas, the executive officer, "when the crank pin of the forward engine was reported heated, and the engine stopped. . . ." The ship became unmanageable and drifted downstream, where she anchored out of range of the Confederate guns.

Meanwhile, on board *Mississippi*, Capt. Melancton Smith saw *Richmond* coming downstream but, because of the heavy smoke of the battle, was unable to sight *Monongahela*. Thinking that she had steamed ahead to close the gap caused by *Richmond's* leaving the formation, he ordered his ship "go ahead fast." In attempting to do so, *Mississippi* ran aground and, despite every effort, could not be brought off. After being set afire in four places, she was abandoned. At 3:00 a.m., *Mississippi* was seen in flames floating slowly down river; and, two and one-half hours later, she blew up. Thus ended one of the war's fiercest engagements. Only *Hartford* and *Albatross* had succeeded in running the gauntlet.

Commenting on *Albatross's* role, Farragut stated, "... although it was not in Lt. Comdr. Hart's power to do much, still he did all that was in his power, and whenever he could bring a gun to bear, ahead or astern, on the port side, it was instantly fired. *Albatross's* only casualty in the action was Charles Raick, the captain's steward, who according to the ship's deck log, "... was killed while nobly fighting his gun." But for a Parrott gun which lost a part of its trunnion when struck by a shell, the ship suffered little material damage.

After reaching comparative safety beyond the range of Port Hudson's guns, the two Union warships operated in the stretch of the Mississippi between that Southern fortress and Vicksburg until both of these Confederate riverbank strongholds had fallen almost four months later. While plying these waters which bristled with hostile batteries, they denied the Southern armies fighting in the East the steady flow of men, food, horses, and miscellaneous supplies which had supported Confederate troops since the onset of the conflict.

In the middle of March, *Albatross* engaged the Confederate batteries at Grand Gulf, Miss., and suffered one man killed and nine wounded. On 4 May, she attacked the Confederate Fort De Russey and engaged two Confederate steamers moored to the earthworks, *Grand Duke* and *Mary T.* In the engagement, *Grand Duke* was set on fire five times and suffered seven wounded, while *Albatross* was badly shot up and suffered heavy casualties when a 32-pounder ball came through the wheelhouse carrying the wheel away and causing the relieving tackles to be manned by men in plain view of the enemy. Two men from the ship were killed and four wounded. On the bright side, Quartermaster James Brown displayed most unusual courage during the action. After the steering wheel and wheel ropes had been shot away, Brown stood on the gun platform of the quarterdeck, exposing himself to close fire from musketry ashore and rendered invaluable assistance by his expert management of the relieving tackles. By doing so, he was instrumental in extricating the vessel from a perilous position and thereby aided in the capture of Fort De Russey's heavy works. Brown later received the Medal of Honor for his valor.

Following the surrender of Port Hudson on 9 July, *Albatross* dropped down river and briefly operated on patrol out of New



Albatross off Mobile, Alabama, 25 September 1863, as drawn by Carpenter's Mate William M. C. Philbrick of *Portsmouth*. (NH 57264-A)

Orleans before beginning a repair period which lasted until mid-September when the ship joined the blockading forces off Mobile Bay. A month later, yellow fever was again raging and compelled the ship to be placed in quarantine at Pensacola.

When again ready for duty, *Albatross* served as a dispatch vessel; then returned to blockade duty off Mobile. Late in the year, she resumed cruising in the gulf. On 9 January 1864, the ship shelled a large steamer lying under the guns of Fort Morgan, Ala., at the entrance to Mobile Bay. Thereafter, other than periods of repairs, she alternated blockade duty with dispatch service until 21 May 1864 when she was ordered north for major repairs at the Portsmouth Navy Yard where she was decommissioned on 6 June.

Recommissioned on the day after Christmas 1864, the steamer was ordered back to the West Gulf Blockading Squadron. However, while sailing south, she encountered "... a fierce storm some 100 miles south of Cape Cod and was severely damaged, losing her smokestack and her top foremast. Her boats were also badly battered." Proceeding "with the aid of sails and what small amount of steam we could make without a pipe," the ship managed to reach the Delaware breakwater and entered the Philadelphia Navy Yard for repairs. When once more seaworthy, she headed for the gulf and was stationed at Mobile where she served through the end of the war.

Following the collapse of the Confederacy, *Albatross* sailed to the Boston Navy Yard where she was decommissioned on 11 August 1865. She was sold at public auction there on 8 September 1865 to C. P. Stickney. Redocumented on 23 September 1865, the ship operated in merchant service until her engines were removed in 1888, and she was dropped from shipping registers.

II

(Str: t. 638'; l. 234'; b. 27'6"; dph. 16'9"; s. 10 k.; cpl. 110)

The second *Albatross*—an iron-hulled, twin-screw steamer reputedly the first vessel ever built especially for marine research—was laid down at Wilmington, Del., by Pusey and

Jones in March 1882; launched on 19 August 1882, and commissioned on 11 November 1882. Lt. Zera L. Tanner in command. Tanner, who had superintended the ship's design and construction, would command *Albatross*, a Navy-manned vessel assigned to the United States Fish Commission, a civilian government agency, for nearly 12 years.

Following trial operations between Wilmington and Washington, D.C. from 30 December 1882 to 13 February 1883, *Albatross* returned to her builder's yard for engine alterations. While steaming back to Washington, the ship experimented with her dredging equipment, and arrived at the nation's capital on 25 March 1883. She left the Potomac on 24 April and proceeded to Woods Hole, Mass., which would serve as her base for several months of operations investigating the "migrations of mackerel, menhaden, and other migratory species." During this period, she also made shorter dredging trips out of Woods Hole, to the Gulf Stream and the tilefish grounds.

Over the first months of 1884, the steamer operated out of Norfolk, Va., and, at the Navy's request, conducted hydrographic work in the Caribbean, carrying out "biological investigations" afloat and ashore. From 12 July and 23 October 1884, she operated principally between Woods Hole and the nation's capital, but also ranged from the Virginia capes to the Gulf of Maine. As she plied these waters, her embarked scientists observed the movements of surface fish, examined the former tilefish grounds, and studied the "influence of the Gulf Stream on bottom fauna." While underway, she also made dredge hauls and conducted fishing trials. "At (the) service of the Secretary of the Navy" between 26 August and 2 September, *Albatross* participated in the review of the North Atlantic Squadron.

The ship spent the first half of 1885, making cruises from Washington to Pensacola, Fla., and New Orleans, La., to look into the red-snapper banks and fisheries of the gulf. While visiting New Orleans from 20 February to 1 March 1885, the vessel served as a major attraction in the Fish Commission exhibit at the International Exposition then being held in that city. For the latter part of the year, she cruised from Washington to Woods Hole, investigated the Grand Banks, off Newfoundland, and looked into the fishing banks off the Virginia and Delaware capes.



United States Fish Commission Steamer *Albatross*, in the 1890s. (NH 91740, U.S. Army History Institute, Carlisle Barracks, Pennsylvania)

Early in 1886, *Albatross* proceeded to the Bahamas on a fishery and hydrographic survey; then spent the latter part of the year examining the cod and halibut banks off the Canadian Maritime Provinces and dredging off Woods Hole.

For much of 1887, *Albatross* lay in port at either Washington or Baltimore, readying herself for a cruise to the Pacific. Only one brief cruise interrupted these preparations. From 5 to 9 April, she steamed to Norfolk from the nation's capital to familiarize officers assigned to the steamer *Thetis* with the dredging equipment that their ship would carry in her voyage to the frigid waters of the North Pacific and Arctic oceans.

In the autumn, *Albatross* conducted a trial trip testing her newly installed boilers and then carried out sounding and dredging operations along the inner edge of the Gulf Stream. Then, following a month at Woods Hole, she proceeded via Washington to Norfolk, whence she got underway on 21 November 1887 to begin the long voyage to the Pacific Ocean. *Albatross* arrived at Punta Arenas, Straits of Magellan, on 23 January 1888 and remained at anchor there until 1 February, when she cleared the port to resume her circumnavigation of South America. During the voyage north, she touched briefly at Wreck Bay, Chatham Island, in the Galapagos group on 4 April. Ultimately, the steamer reached San Francisco on 11 May 1888, having completed a 15,956.7-mile voyage. For much of the remainder of the year, she operated between San Francisco and Alaska, exploring the waters to the south of the Alaskan peninsula and, later, in examining the area off the coasts of Washington and Oregon.

Departing San Francisco on 3 January 1889, *Albatross* proceeded via San Diego to the Gulf of California, exploring the waters between Point Concepcion and the Mexican border and subsequently sounding the depths off lower California and examining the fishery resources in the Gulf of California and the oyster beds off Guaymas, Mexico. Returning to San Francisco on 25 April, she later proceeded to Seattle, whence she conducted fishery and hydrographic investigations off the coast of Washington and Oregon between 6 and 29 June. Between 8 and 28 July, *Albatross* operated from Tacoma, Wash., with four members of the Senate Committee on Indian Affairs embarked: Senators H. L. Dawes, F. B. Stockbridge, C. F. Manderson, and J. K. Jones, as the lawmakers "visited the principal Indian settlements in southeast Alaska as far north as Sitka and Juneau."

Albatross cleared Port Townsend, Wash., on 1 August, bound for the Bering Sea, but—nearly 650 miles out—suffered a breakdown of her port engine on 7 August and returned to port on the 11th for repairs. Upon completion of that work on 22 August, the ship returned to sea and resumed her fishery investigations off the coast of the Pacific Northwest and California. In Portland, Oreg., during this period, between 28 September and 9 October, *Albatross* drew between 24,000 and 30,000 visitors during the Northern Pacific Industrial Exposition.

Reaching San Francisco on 25 October 1889, the steamer entered the Mare Island Navy Yard and commenced a general overhaul that continued until 5 March 1890. She resumed her active work soon thereafter, carrying out investigations between Point Arena and Point Concepcion, seining and sending ashore collecting parties.

On 5 May 1890, *Albatross* sailed from San Francisco to carry out "fishery investigations in Alaskan waters and the Bering Sea . . . defining the fishing grounds and determining the physical and natural history features" of the region. She remained at that task through mid-September, before she resumed her labors off the coasts of Washington, Oregon, and California.

Continuing to operate out of San Francisco early the following year, 1891, the ship sailed on 30 January for Panama, where she embarked the noted zoologist, Alexander Agassiz, for a special expedition authorized by President Benjamin Harrison to explore the waters off the coast of Mexico, Central America, and the region around the Galapagos Islands. Agassiz disembarked at Guaymas, Mexico, on 23 April; and *Albatross* returned to San Francisco on 5 May. That summer, she left San Francisco on 16 July 1891, bound for the Pribilof Islands, with Mr. Thomas C. Mendenhall and Mr. C. Hart Merriam—members of the Bering Sea Commission charged with preparing America's case to take before the Tribunal of Arbitration at Paris—embarked. Later, between 27 August and 14 September, *Albatross* carried out hydrographic work in the Strait of Juan de Fuca.

Over the next few months, *Albatross* operated out of San Francisco. Placed under the direction of the Secretary of the Navy, she plied the Pacific between the west coast of the United

States and the Hawaiian Islands, working towards determining "a practicable route for a telegraphic cable" between San Francisco and Honolulu. During the course of this hydrographic work (which took place between 9 October 1891 and 16 January 1892), *Albatross* also made a few dredge hauls and took some plankton samples.

Next, temporarily assigned to the Revenue Marine Division of the Secretary of the Treasury, *Albatross* departed San Francisco on 19 March 1892, bound for Unalaska, Alaska, the Bering Sea and the Aleutian Islands, to conduct fur seal investigations and gather ". . . information on questions at issue between the United States and Great Britain." Among her special passengers on this cruise were a resident naturalist, a fishery expert, a special agent of the United States Treasury, and two seal hunters, one of whom was an "interpreter of Chinook jargon." In July 1892, however, leaky boilers compelled the steamer to transfer the fishery expert and one seal hunter to the revenue cutter *Corwin*, and the resident naturalist and the other hunter to the revenue cutter *Rush*, to carry out what remained of *Albatross'* assignment as she began her return to San Francisco for repairs. En route, despite being hampered by steaming on one hastily repaired boiler, she brought in a confiscated sailing schooner to Sitka, Alaska, on 11 August and, while there, steamed out to sea and rescued the drifting whaling bark *Lydia*.

Following yard work at Mare Island which lasted into the spring of 1893, *Albatross* returned to Aleutian waters and resumed her duties in connection with the Alaskan fur seal and fishery investigations. In addition, she carried out patrols as part of the United States naval force in the Bering Sea. Returning to San Francisco at the end of September 1893, the ship departed that port on 2 January 1894, and conducted a biological survey of San Diego Bay before returning to San Francisco on 30 March.

Albatross sailed from her home port on 14 April, bound for the Pacific northwest and, from 19 April to 5 May, assisted in the investigation of seal and salmon fisheries in the Puget Sound region. During this period, on 1 May, Lt. Comdr. F. J. Drake relieved Lt. Comdr. Tanner, who had been in continuous command of the research vessel since she had been first commissioned.

Into the autumn of 1894, the marine research vessel alternately patrolled the Bering Sea and operated in the western Aleutians, as her embarked resident naturalist, fishery expert, and scientific assistant studied the fishing grounds of that region and the "pelagic habits of the fur seals and their rookeries on the Pribilof Islands." Then, her mission completed, she returned to San Francisco on 17 October 1894.

Departing San Francisco on 18 May 1895, *Albatross* sailed again for the Bering Sea, where, over the ensuing months, she helped to enforce "regulations governing vessels employed in fur seal fishery," but operated independently of the Bering Sea fleet. She also kept an eye on the fur seals and fishing grounds, and carried out hydrographic investigations. En route home, *Albatross* visited New Whatcom, Wash., and was on exhibit at the state fair there, hosting visitors on 18 September 1895 and for days following. She then spent nearly a month investigating the Puget Sound salmon fisheries.

Through the first four months of 1896, *Albatross* operated locally between San Francisco and San Diego Bay, conducting a physical and natural history survey of the latter, as well as of the Cortez and Tanner banks offshore. From 20 to 26 April, the ship took part in "La Fiesta de Los Angeles." Later that spring, on 17 and 18 May, *Albatross* participated in the official speed trials of the new *Oregon* (Battleship No. 3) out of San Francisco. Then, after investigating the oyster grounds of San Francisco Bay and the suitability of that body of water for oyster cultures, *Albatross* headed back to the northern Pacific.

For the next six months, the ship ranged from San Francisco to the Pribilof Islands, and from the Sea of Okhotsk and the Kuril Islands back to San Francisco, via Hawaii. During this cruise, she investigated the condition of the fur seal herds on the islands of the north Pacific and Bering Sea. In addition to carrying members of the United States Fur Seal Commission (whose membership included *Albatross'* commanding officer, Lt. Comdr. Jefferson F. Moser), she also transported two members of an independent British Commission and a photographer to the Pribilofs.

Albatross returned to San Francisco on 11 December 1896 and, after a few weeks of voyage repairs, on 30 December began

a provisional examination of the fishing grounds off the coast of Los Angeles County, Monterey, and in the vicinity of the Farallon Islands, to gather data for consideration in weighing the desirability of extending the limits of the offshore fisheries. Upon finishing this work on 25 April 1897, the ship began upkeep at San Francisco.

Dedicated exclusively to fishery work on her next cruise, the marine research vessel stood out of San Francisco on 8 May and operated in the waters of Puget Sound and off Cape Flattery until heading further north on 29 May. Attempting to locate new halibut banks en route, she systematically studied the "streams of southeast Alaska to determine their resources, and the abundance, movements, and habits of their fishes," before ultimately returning to San Francisco on 2 November 1897.

Soon after the United States declared war on Spain, *Albatross* was turned over to the commandant of the navy yard at Mare Island on 21 April 1898 for conversion to an auxiliary cruiser. Her dredging and collecting equipment landed and stored at the yard, the ship underwent conversion at Union Iron Works, San Francisco, over the next few months. During this alteration, her pilot house was raised to permit construction of two additional staterooms beneath it, she received a new upper bridge, and her coal bunkers were enlarged to increase her steaming radius. In addition, the ship received a battery of two 20-pounders, two 37-millimeter guns, one 53-millimeter gun and two Gatling guns. On 11 August, the auxiliary cruiser sailed for Acapulco, Mexico, as Spanish resistance on the war's last front was collapsing. On the night of 12-13 August, news was received of the signing of the peace protocol. *Albatross* returned to the Mare Island Navy Yard on 8 September and landed her guns a week later. She was then returned to the Fish Commission under the terms of a Presidential order dated 25 August 1898.

Following repairs and alterations, *Albatross* sailed from San Francisco on 23 August 1899, bound by a most circuitous route for the Far East. Over the next few months, again with Professor Agassiz embarked, she ranged into the South and Central Pacific, visiting the Marquesas, Paumotu, Society, Cook, Tonga, Fiji, Ellice, Gilbert, Marshall, Caroline and Ladrone Island groups. During the course of this cruise over a vast ocean basin, which Agassiz named "Moser Deep" in honor of *Albatross*'s captain, her distinguished passenger made thousands of dredgings, and soundings of the sea yielded siliceous sponges from 4,173 fathoms.

After disembarking Agassiz upon arrival at Yokohama, Japan, on 4 March 1900, *Albatross* operated out of that port into June. During this period, from 4 to 8 May, she conducted several short dredging trips for the benefit of a party of students from the Imperial University in Tokyo. Ultimately departing Yokohama on 2 June, the ship visited Hakodate, Japan, and Kamchatka, north of the Aleutian Islands, and collected biological specimens in the North Pacific. That summer, she ranged into the Bering Sea, and ultimately returned to San Francisco on 30 October 1900 after a cruise of 14 months.

The following year, 1901, *Albatross* continued her work in the salmon fisheries of southeast Alaskan waters, departing San Francisco for that region on 23 April. During her homeward voyage in September and October, she investigated the waters off the Pacific Northwest and California to determine their suitability for the introduction of eastern lobsters and crab, and to study the movements of salmon at sea.

A little over a month later, the steamer sailed for the Farallons on 5 December and, the following morning, planted a shipment of eastern lobster and tautog, received by rail from the east coast, in the waters off those islands. After returning to San Francisco the same day, she operated from that port from 20 December 1897 to 6 April 1898, as she served as a base for a survey of the San Diego County fisheries. On 27 March 1898, her crewmen rescued a man whose rowboat had overturned some 400 yards astern of where the ship lay at anchor.

On 11 March 1902, the steamer sailed for Hawaii, and over the ensuing months, investigated the fish and other aquatic resources of the Hawaiian Islands, ultimately returning to San Francisco on 1 September. The following spring, the ship embarked members of the special commission appointed by President Theodore Roosevelt to investigate the conditions and needs of the Alaskan salmon fisheries, with an eye towards conserving this important resource, and transported them to the waters of the Pacific northwest and of Alaska. During the course of the cruise, *Albatross* enabled the members of the commission to

visit "numerous salmon streams, canneries, and salteries" in Alaska. She returned to her home port on 24 September 1903.

Early in 1904, *Albatross* operated locally between San Francisco and San Diego, working jointly with Stanford University and the University of California, in a study of the marine biology and fishery resources in the waters of Monterey Bay and south of Point Conception. The ship did not conduct another expedition until the autumn of 1904, when she sailed from San Francisco on 6 October for Panama.

With Professor Agassiz again embarked, *Albatross* cruised the tropical waters of the eastern Pacific, visiting the Galapagos Islands; Callao, Peru; the Easter and Gambier Islands before she disembarked the distinguished zoologist on 24 February 1905 at Acapulco. *Albatross* then returned to San Francisco, arriving on 5 April 1905. During this voyage, Agassiz had used *Albatross* as the base for his study of the Humboldt, or Peruvian, current, the most extensive explorations made in those waters up to that time.

Later that spring, the research vessel departed San Francisco on 18 May, bound for Alaskan waters, and, over the next several months installed a salmon hatchery at Yes Bay and, later, carried out several plankton tows in the waters between Puget Sound and Wrangell Island. She returned to San Francisco on 16 November 1905.

As the ship was preparing for her next cruise, a violent earthquake shook San Francisco on 18 April 1906, and a disastrous fire ensued. *Albatross* assisted greatly in the relief efforts. Underway on 3 May, the ship sailed for the familiar climes of the Aleutians, and, during the cruise, ranged as far as the Commander Islands (Komandorskis) and the Sea of Okhotsk, and even visited the coasts of Japan and Korea. She investigated the salmon fisheries, the distribution of the various types of fish which inhabited the waters she traversed, and conducted scientific explorations of the northern Pacific ocean. Tragically, on the return leg of the voyage, her captain, Lt. Comdr. LeRoy M. Garrett, was washed overboard in rough seas on 21 November 1906. The ship, under the command of Lt. (later Admiral) Arthur J. Hepburn ultimately reached San Francisco on 10 December 1906.

Following upkeep and voyage repairs, the steamer departed San Francisco on 16 October 1907, beginning what would be her longest cruise. Steaming by way of Hawaii, Midway, and Guam, the ship proceeded to the Philippine Islands and, over the next two and a half years, surveyed the fisheries and aquatic resources of the Philippines and neighboring regions before returning home on 4 May 1910.

That summer, *Albatross* returned to the waters off Alaska, and the Pribilof Islands, on an inspection tour of various "government activities in which the Department of Commerce and Labor" harbored an interest. After returning to San Francisco on 20 September 1910, she cruised to the Gulf of California and back between 23 February and 28 April 1911, to carry out a scientific expedition to Lower California and adjacent islands in cooperation with the American Museum of Natural History. The research vessel again departed San Francisco on 17 May 1911 and proceeded to Alaskan waters, to examine the existing halibut and cod fishing grounds and to search for new ones. She operated off the territory's southeast coast and in the Gulf of Alaska before returning home on 2 September 1911.

Found unseaworthy upon her return to San Francisco *Albatross*' sphere of operations was limited to the San Francisco Bay, and during 1912, 1913 and 1914, the ship carried out a biological survey of that body of water. Late in this period, during the fiscal year 1913, *Albatross* underwent a major refit at Mare Island that altered her rigging from brigantine to schooner; and enlarged her deckhouse, as the pilot house was extended to provide two offices and a new stateroom for the executive officer. In addition, a radio "shack" was built forward of the mainmast.

Albatross subsequently departed San Francisco on 12 April 1914 and set course for the coasts of Washington and Oregon, but interrupted her survey of the fishing grounds off the coasts of Washington and Oregon, to take the Deputy Commissioner of Fisheries to the Pribilofs, on an inspection trip of the fisheries of central and western Alaska that lasted from 12 June to 22 August. Returning to San Francisco on 15 September 1914, she resumed her work off the Oregon and Washington coasts the following summer, clearing her home port on 6 July 1915. Over the ensuing months, she resurveyed the grounds she had studied during her cruises in 1888 and 1889. From the spring of 1916 into the

autumn of that year, *Albatross* operated in the waters off southern and Lower California, to learn of the "distribution and migration of tuna."

Insufficient funds to operate the vessel, however, dictated that she be laid up, and she remained inactive from October 1916 to April 1917. The American entry into World War I at the end of that period resulted in the ship being transferred to the Navy for war service on 2 May 1917, within a month of the United States' declaration of war against the Central Powers.

Taken over by the Commandant of the 12th Naval District on 19 November 1917, *Albatross* was placed under the command of Lt. Comdr. John J. Hannigan. Following repairs and alterations at Mare Island, *Albatross*—her armament consisting of four 6-pounders and a Colt automatic gun—departed San Francisco on 14 January 1918 and reached Key West, Fla., on 14 February. Assigned to the American Patrol Detachment, the gunboat protected tankers transporting important oil and petroleum cargoes in the Gulf of Mexico and in the Caribbean. While working with the American Patrol Department, she took part in the search for the Navy collier *Cyclops* which, after departing Barbados on 4 March 1918, had disappeared without trace in the spring of 1918.

On 21 November 1918, 10 days after the armistice stilled the guns of World War I, the Chief of Naval Operations directed that *Albatross*, upon the completion of repairs at New Orleans, La., be released from duty with the American Patrol Detachment. Reaching Norfolk on 30 May 1919, the ship was turned over to the Bureau of Fisheries on 23 June 1919.

The following autumn, *Albatross* resumed her scientific work, cruising from Norfolk to the Gulf of Mexico and Havana, Cuba, conducting hydrographic investigations of the Gulf Stream between 30 October and 15 December 1919. The following year, *Albatross* departed Baltimore on 16 February 1920 and proceeded to the waters off New England. She then operated out of Boston into the spring, carrying out hydrographic work in the Gulf of Maine. She returned to Baltimore on 30 May.

Ultimately decommissioned at Woods Hole on the morning of 29 October 1921, *Albatross*, minus her equipment, instruments, and library, was sold on 16 June 1924 to Thomas Butler and Co., of Boston, Mass., who then refitted her "as closely possible along her old lines" as a schoolship. Four years later, fitted out as a training ship for "nautical students or cadets," the venerable vessel departed Boston on 12 July 1927 under the auspices of the American Nautical School, Inc., with 119 pupils on board, bound for European waters. The students, however, departed the ship at a succession of ports on the ships final voyage—Cork, Ireland, Le Havre, France, and Amsterdam, Holland—with the result that only 21 remained on board when she arrived at Hamburg, Germany. The ship's crew demanded that she be auctioned off to satisfy their demand for wages. On 18 October of the same year, the ship was reportedly tied up at Hamburg, "under attachment for indebtedness." No notice of public auction has been found, and the documentary trail, such as it is, ends in 1928. Her exact fate remains unknown.

III

(SP-1003; t. 4; l. 39'0"; b. 9'0"; dr. 3'3"; s. 13 k.; 1 mg.)

The third *Albatross* (SP-1003)—a wooden-hulled motor launch built in 1912 by the Adams Shipbuilding Co., East Boothbay, Maine—was acquired by the Navy under a free lease from John R. Rothery of Boston, Mass., for service during World War I. Fitted out at the Portsmouth (N.H.) Navy Yard and commissioned there on 10 August 1917, the vessel was assigned to the 1st Naval District in which she served as a section patrol boat until February 1919. Following a period in lay-up, *Albatross* was returned to her owner on 1 May 1919.

IV

(AM-71: dp. 465; l. 132'4"; b. 24'; dr. 12'1"; s. 10 k.; cpl. 40; a. 1 3"; cl. *Albatross*)

The fourth *Albatross* (AM-71)—a diesel-powered trawler built for the Red Diamond Trawling Corp.—was laid down as *Illinois* at Bath, Maine, by the Bath Iron Works on 25 October 1930; launched on 19 March 1931; acquired by the Navy on 9 August 1940; renamed *Albatross* on 14 August 1940; and commissioned

at the Boston Navy Yard on 8 November 1940, Lt. Lysle E. Ellis in command.

Following her conversion for naval service as a minesweeper by the General Ship & Engine Works, Boston, Mass., *Albatross* was assigned to duty in the 5th Naval District. In early May 1941, she sailed to Bermuda, arriving at Port Royal Bay on 9 May. The ship operated in Bermuda waters until 15 August, when she got underway for Norfolk, Va. After a period of upkeep, she returned to her minesweeping activities in the Hampton Roads area. On 12 December, she set sail for Newfoundland, arriving at Argentia on 23 December 1941.

Albatross left that port on 4 January 1942 in company with *Linnet* (AM-76) to join a British convoy bound for Iceland. En route to the rendezvous, the ships encountered heavy weather which forced them to change their course; and they reached Londonderry, Northern Ireland, on 16 January. Although *Albatross* had sustained minor damage, she was sent to Iceland via northern Scotland, the Orkneys, Shetlands, and Faroe Islands. The minesweeper finally returned to the United States in July, when she arrived at the Boston Navy Yard. She left Boston as an escort for a convoy on 1 October and reached Greenland on 21 October. *Albatross* spent the remainder of the year in waters around Greenland.

Albatross struck an iceberg on 7 January 1943, causing minor damage. Then an ice pack formed astern of the ship, blocking the ship's path until shifting winds cleared the ice, enabling her to leave Greenland on 12 January. She touched at Newfoundland on 3 February and then proceeded on to Boston, arriving on the 8th. *Albatross* reached Norfolk on the 11th. After a month's overhaul, she got underway for Canada. On 11 April, while operating out of Nova Scotia, *Albatross* was struck by another ship and suffered damage which caused her to return to Boston for a drydock period. When this was completed, the minesweeper returned to Greenland to resume her convoy duties.

Albatross spent the first six months of 1944 moored to the pier at Narsarsuaq, Greenland, awaiting repairs to her main engine which were held up for want of spare parts. While she was thus immobilized, she provided repairs and services to other ships. On 1 June, *Albatross* was redesignated IX-171. When her engine was finally back in working order, she headed home and arrived at Boston on 14 July. Then the minesweeper reported to the 1st Naval District for inactivation. Stripped of her military equipment, she was decommissioned on 11 September, and her name was struck from the Navy list on 23 September 1944. *Albatross* was transferred to the Maritime Commission on 15 November 1944 for disposal. She then resumed the name *Illinois*, but no record of her subsequent career has been found.

The name *Albatross* was assigned to AM-391 on 17 May 1945. However, on 1 November 1945, the Navy cancelled its contract with the DeFoe Shipbuilding Co., of Bay City, Mich., for the construction of the projected *Admirable*-class minesweeper, prior to the laying of her keel.

V

(YMS-80: dp. 320; l. 136'; b. 25'; dr. 10'; s. 14.5 k.; cpl. 32; a. 1 3", 2 20mm., 2 .50-cal. mg.; cl. *YMS-1*)

The fifth *Albatross* was laid down as *YMS-80* on 27 June 1941 by the Stadium Yacht Basin, Inc., Cleveland, Ohio; launched on 5 May 1942; and commissioned on 15 July 1942, Lt. Charles Bulfinch in command.

The minesweeper sailed on 16 August, via Lake Erie and the St. Lawrence River, for Boston. After being fitted out at the Boston Navy Yard from 2 to 15 September, the ship was assigned to the Mine Warfare School at Yorktown, Va. She reported there on 24 October and served as a personnel training ship. *YMS-80* detached from this duty on 13 March 1943 and remained in the Norfolk area through the end of June. On 4 July, she reported to Portland, Maine, for antisubmarine warfare training with Task Group 27.1. After one and one-half months at Portland, *YMS-80* sailed to Newport, R.I., on 25 August and operated in the Narragansett Bay area into the autumn.

On 13 November, *YMS-80* switched to her new home port at Key West, Fla. Her duties there varied from retrieving targets to acting as a reference and target vessel. On 17 February 1947, she was named *Albatross* and redesignated AMS-1.

Albatross spent the remainder of her career based at Key West, operating to various points along the Florida coast and in the Caribbean. Her designation was changed to MSC(O)-1 on 10 February 1955; and she was transferred to the Commander, 6th Naval District, for administrative and operational control. *Albatross* was decommissioned and simultaneously struck from the Navy list on 20 March 1958. She was sold on 19 February 1959 to Dorado, Inc., Wildwood, N.J.

VI

(MSC-289: dp. 362; l. 144'; b. 28'; dr. 9'; s. 13 k.; cpl. 39; a. 1 1/4"; cl. *Albatross*)

The sixth *Albatross* (MSC-289) was laid down on 26 February 1959 by Tacoma Boat Building Inc., Tacoma, Wash.; launched on 22 March 1960; sponsored by Mrs. S. A. Peters; and commissioned at the Puget Sound Naval Shipyard on 20 April 1961, Lt. William H. Green in command.

Albatross spent the next 14 months homeported at Long Beach, Calif., conducting shakedown and type training off the west coast. On 2 July 1962, *Albatross* got underway with the other ships of Mine Division (MinDiv) 92, bound for the western Pacific. En route to Japan, the ship stopped briefly at Pearl Harbor, Midway, and Guam. She reached her new home port, Sasebo, on 13 August and, after two months of upkeep, spent the rest of the year in training.

Refresher training occupied her during the first six weeks of 1963. While conducting an exercise on 16 February, *Albatross* suffered damage to her port reduction gear which idled the ship under repairs until 5 March. *Albatross* then joined an exercise with naval forces of the Republic of Korea at Chumunjin, Korea. She paid a brief visit to Kure, Japan, on 19 March, and took part in a mine exercise from 20 to 25 March off Iwakuni, Japan. The minesweeper next stopped at Beppu, Japan, and then returned to Sasebo on 30 March.

On 13 May, *Albatross* sailed for Buckner Bay, Okinawa, and a mine test which lasted until 30 May when she headed back toward Sasebo for upkeep and training. Another exercise with the Republic of Korea Navy occurred from 4 to 10 September at Yosu-Haeman, Korea. When she returned to Sasebo, *Albatross* entered dry dock for two weeks. Following further repairs, *Albatross* left Sasebo on 24 October and joined a 7th Fleet exercise, "Yellow Bird," off Subic Bay, Philippines, on 5 November. On 13 November, the ship got underway for Hong Kong and a period of rest and relaxation. *Albatross* arrived back at Sasebo on 27 November and spent the next six weeks in leave and upkeep.

The minesweeper resumed her duties on 22 February 1964, when she sailed for Taiwan. She reached Kaohsiung on 26 February and began steaming with MinDiv 31 off the southwest coast of that island. A brief stop at Keelung preceded her return to Sasebo on 13 March and four months of local operations and upkeep.

In response to the growing American involvement in Vietnam, *Albatross* departed Japan on 9 July bound for Camranh Bay. After an intermediate stop at Subic Bay, she entered Camranh Bay on 16 July. Besides her duties there, she also operated from Nha Trang and Ben Goi. On 1 August, *Albatross* was detached from her Vietnamese service and sailed for the Philippines. She reached Subic Bay on 4 August and began upkeep. Late in August, the minesweeper made a trip to Hong Kong for a rest and relaxation period before returning to Sasebo on 3 September. *Albatross'* next assignment took her to Korea from 9 to 17 November for visits to Chinhae and Tolsan Do and joint exercises with Korean naval forces. On the 18th, *Albatross* was back at Sasebo. The minesweeper took part in training exercises with the Japanese Maritime Self-Defense Force from 3 to 5 December, then remained at Sasebo for the rest of the year.

For the first three months of 1965, *Albatross* was undergoing repairs at Sasebo. On 19 April, the minesweeper got underway for patrol duties off the coast of Vietnam. After a brief stop at Subic Bay, *Albatross* sailed on to Vietnamese waters which she reached on 25 April. The ship remained on duty in the combat zone through 30 May, when she was relieved and headed back to Subic Bay. The vessel remained in the Philippines from 2 to 9 June, then headed back to the Vietnam coast for further operations. On the 13th, she suffered a reduction gear casualty which necessitated the securing of her port engines. *Leader* (MSO-490)

soon took *Albatross* under tow and headed for Subic Bay where they arrived on 17 June.

Following two months of repairs and upkeep at Subic Bay and Sasebo, *Albatross* arrived at Yokosuka on 14 August for a series of training exercises. She returned to Sasebo on 15 September but got underway a week later to resume her patrol off the Vietnamese coast. The ship made a brief stop at Kaohsiung, Taiwan, on 25 September. On 1 October, she began patrolling in the South China Sea. The minesweeper was relieved on 6 November and steamed to Hong Kong for a period of rest and relaxation. She reached Kaohsiung on 16 November and conducted mine warfare exercises off the coast of Taiwan before heading to Japan. The vessel arrived at Sasebo on 28 November and remained there through the end of the year.

The minesweeper departed Sasebo on 5 January 1966 for a "Market Time" deployment off the coast of Vietnam. On the 9th, she paused briefly at Kaohsiung to take on fuel and provisions. She arrived on her station south of Vung Tau on 14 January and patrolled the sea lanes in her area until relieved on 22 February. The minesweeper returned to Sasebo on 5 March to begin one and one-half months of upkeep and training. On 21 April, *Albatross* sailed in company with *Epping Forest* (MSC-7), *Warbler* (MSC-206), and *Peacock* (MSC-198) for Chinhae, Korea, and an exercise with the Republic of Korea Navy. Following the five-day exercise, she visited Kure on 29 April before returning to Sasebo on 4 May. *Albatross* got underway on 20 May for the South China Sea in company with *Warbler*. Her station was located off the tip of the Camau peninsula, and her patrol lasted through 9 July. *Albatross* then sailed due south to visit Singapore from 12 to 16 July and made a port call at Hong Kong before arriving back in Sasebo on 30 July.

Tests and training occupied *Albatross* through 19 September, at which time she got underway for another "Market Time" deployment. *Albatross* was assigned an area in the vicinity of the Phu Quoc Islands in the Gulf of Thailand. Her relief arrived on 7 November, and *Albatross* sailed to Kaohsiung for repairs to an inoperative air compressor system which hindered her maneuverability. The minesweeper reached Sasebo on 18 November for training and holiday leave. On 29 December 1966, she left Japan for another patrol in the South China Sea.

Albatross was on patrol through 17 February 1967, when she was relieved by *Peacock*. That same day, she suffered damage to her cryptographic equipment, necessitating a rendezvous with *Annapolis* (AGMR-1) for repairs. The minesweeper spent the next five months in overhaul at Sasebo. On 27 August, she was underway for Subic Bay and gunfire support training. She left the Philippines on 8 September for a "Market Time" patrol in the area of Nha Trang, Vietnam, and steamed on station through 12 October, when she was relieved and headed for Subic Bay. The ship entered the floating dry dock AFDM-5 on the 15th and, by 25 October, was underway for Sasebo. There, she spent the next three and one-half months working on and replacing a faulty main propulsion plant.

The ship took part in Exercise "Golden Shark" off Hiroshima, Japan, from 16 to 24 February 1968. The exercise was held in conjunction with the Japanese Maritime Self-Defense Force. From 25 to 28 February, she paid a visit to Hiroshima; then sailed to Yokosuka for two weeks of upkeep. On 14 March, *Albatross* was involved in a search and rescue operation in Tokyo Bay. A harbor craft located the downed airplane; and, the next day, *Albatross* headed for Sasebo where she spent the month of April in refresher training and upkeep. She got underway on 25 April to begin a patrol off the Vietnamese coast. *Albatross* operated for 42 days in the combat zone and was relieved by *Widgeon* (MSC-208) on 6 June. After a brief pause at Sasebo, *Albatross* sailed for Buckner Bay, Okinawa, on 20 June. While en route, she held mine countermeasures training. Upon her return to Sasebo on 5 July, the minesweeper spent three months in upkeep and training. On 17 October, she commenced another stint off Vietnam. This patrol was hampered by heavy seas; and, following her relief, her departure was delayed by steaming to evade a typhoon in the Gulf of Thailand. After a five-day rest period in Hong Kong, *Albatross* got underway on 10 December to return to Sasebo.

Albatross began her first "Market Time" patrol of 1969 on 5 March. She remained in the Gulf of Tonkin for 44 days before sailing to Hong Kong on 24 April for a rest and relaxation period. The ship spent the remainder of the year alternating periods of upkeep in Sasebo with training exercises in Japanese waters.

Albatross began 1970 in upkeep at Sasebo. On 16 February, she was en route to Subic Bay for a minehunting drill. On 19 February, the mission was cancelled; and *Albatross* was called back to Japan to prepare for decommissioning. The ship arrived in Sasebo on 25 February, and the unloading of her equipment and supplies began. On 1 April, *Albatross* was simultaneously decommissioned and struck from the Navy list. *Albatross* was sold in November 1970 to Kitajima Shokai Co., Ltd., Sasebo, Japan, for scrapping.

Albay

A province and a seaport on the southeastern coast of the island of Luzon in the Philippines. Located on the shore of Albay Gulf, two former municipalities—Legaspi and Albay—were merged in 1907 to become the city of Legaspi, the capital of Albay Province.

(Gbt: dp. 173; l. 100' (wl.); b. 17'6"; dr. 6'9"; s. 8 k.; cpl. 27; a. 1 6-pdr., 2 1-pdrs., 2 mg.)

Albay—a small gunboat built at Cavite, Luzon, Philippine Islands, for the Spanish colonial government of the Philippines—was laid down in 1885 and completed in 1886. However, some sources hold that this vessel was constructed at Shanghai by the Hong Kong and Whampoa Dock Co. In any case, she operated in the Philippine Archipelago until captured by American forces there during the Spanish-American War.

Purchased by the United States War Department soon after the end of hostilities, *Albay* was transferred to the Navy early in 1899 and, escorted by American gunboats *Concord* and *Petrel*, arrived in Manila Bay in a convoy of other former Spanish gunboats on 20 April 1899. On 21 May 1899, Ens. Michael J. McCormack was detached from the protected cruiser *Baltimore* and assumed command of *Albay* when she was placed in commission later that day. During the next few years, the small gunboat was intermittently in and out of commission as she performed patrol duty and helped to survey rivers and bays in the islands. She also served at Cavite as a ferry. On 1 June 1899, Ens. William Harrison Standley—who would later rise to the then nonexistent position of Chief of Naval Operations and subsequently would serve as the American Ambassador to the Soviet Union during World War II—relieved McCormack in command of the gunboat.

Placed out of commission at Cavite on 13 February 1904, *Albay* was still laid up there when her name was struck from the Navy list on 11 February 1905. She was sold on 8 June 1906 to Messrs. Grant and Co., of Manila.

Albemarle

A town and a sound in North Carolina and a county in Virginia. All three were named for General George Monck, the first Duke of Albemarle and one of the original Carolina proprietors.

I

(Sch: t. 200; l. 85'; b. 25'6"; dph. 7'7")

On the morning of 26 March 1862, sidewheel gunboat *Delaware*—during an expedition to the Pungo River in Pamlico Sound, N.C., in search of Confederate shipping reported to be there—entered Pantego Creek and found two large schooners at its head. . . . "which," he reported, "proved to be the *Albemarle* and *Lion* owned by Boyle and Richard Reddick, of Suffolk, Va." Two armed boats from the Union warship took possession of the Southern vessels, towed them down stream, and anchored them at the mouth of the creek. Early the next morning, *Delaware* received on board several families who professed loyalty to the Union and asked for protection. Later that day, the gunboat and its prizes then proceeded to New Bern.

Little information of the prizes' movements during ensuing months seems to have survived, but *Albemarle* apparently remained in the North Carolina sounds. In any case, she and a schooner named *Knockern* were reported on 3 February 1863 to be off New Bern serving as storeships for Union forces in the sounds. On 4 May 1863, a report from Rear Admiral S. P. Lee to

Secretary of the Navy Gideon Welles stated that *Albemarle* was still there performing in the same capacity. Only five days later, the Navy purchased the schooner from the New York prize court. The fact that the schooner was serving as a storeship in the sounds during the ensuing summer strongly suggests that she never left North Carolina waters but was condemned in absentia. In any case, *Albemarle*—commanded by Acting Assistant Paymaster Emanuel Mellach until early spring 1865 and then by Acting Assistant Paymaster George R. Watkins—served in North Carolina waters as a storeship and an ordnance hulk through the end of the Civil War. Late in July 1865, she was towed to Hampton Roads, Va., and sold at public auction in the Norfolk Navy Yard on 19 October 1865 to a Capt. S. I. Bain. No record of her subsequent career seems to have survived.

II

(IreRam: l. 158'; b. 35'; dph. 8'2"; dr. 9'; a. 2 8" r.)

On 16 April 1862, the Confederate Navy Department—enthusiastic about the offensive potential of armor-protected rams following the recent victory of the ironclad *Virginia* (the rebuilt *Merrimack*) over the wooden-hulled Union blockaders in Hampton Roads, Va.—signed a contract with Gilbert Elliot of Elizabeth City, N.C., to build such a vessel to destroy the Union warships in the North Carolina sounds. These Northern men-of-war had enabled Lincoln's troops to hold the strategic positions which controlled eastern North Carolina.

Since the terms of the agreement gave Elliot freedom to select an appropriate place to assemble the ram, he established a primitive shipyard in a cornfield up the Roanoke River at a place called Edwards Ferry. There the water was too shallow to permit the approach of Union gunboats which otherwise would have destroyed the ram while it was still on the way.

Construction of the Southern ship began in January 1863, and word of the project soon alarmed Union naval officers in the region. They appealed to the War Department for an overland expedition to destroy the ram—which was named *Albemarle* after the body of water into which the Roanoke emptied—but the Army never felt it could spare the troops needed to carry out the task.

On 5 May, *Albemarle*, accompanied by *Bombshell*, attacked a Federal squadron below Plymouth. The Union ships captured *Bombshell* and pounded *Albemarle* with their guns. Yet, other than shooting away much of the ram's smokestack and thus reducing her steam pressure and speed, they were unable to harm the Southern ship. On 17 June, Comdr. John Newland Maffitt—who had won fame commanding Confederate blockade runners—relieved Cooke in command of the ram. However, his eagerness to use his ship aggressively was held in check by pressure from the Confederate Army to avoid risk of the ram's destruction and the probable ensuing loss of all Southern positions in the Carolina sounds. In September, Comdr. Alexander F. Worley relieved Maffitt in command of the ram.

Hence, because of the over-cautious policy of Southern military leaders, *Albemarle* remained moored at Plymouth until she was blown up and sunk during a daring attack led by Lt. William B. Cushing in an improvised torpedo boat on the night of 27 and 28 October 1864. In this way, Richmond's unwillingness to take risks brought the very disaster which its strategists were seeking to avoid. The sinking of the ram enabled Union ground forces to recapture Plymouth.

The Navy then raised the ram. Following the collapse of the Confederacy, the Union gunboat *Ceres* towed *Albemarle* to the Norfolk Navy Yard where she arrived on 27 April 1865. On 7 June, orders were issued to repair her hull, and she entered dry dock soon thereafter. The work was completed on 14 August 1865; and, a fortnight later, the ship was condemned by the Washington prize court. Purchased by the Navy, she saw little if any active service before being placed in ordinary at Norfolk where she remained until sold at public auction there on 15 October 1867 to J. N. Leonard & Co. No record of her subsequent career has been found.

III

(AV-5: dp. 8,761; l. 527'4"; b. 69'3"; dr. 21'11"; s. 19.7 k.; cpl. 1,195; a. 4 5", 8 .50-cal. mg.; cl. *Curtiss*)



Albemarle (AV-5), 30 July 1943, in what is probably Measure 21 (Navy blue/haze gray) camouflage. (80-G-76629)

The third *Albemarle* (AV-5) was laid down on 12 June 1939 at Camden, N.J., by the New York Shipbuilding Corp.; launched on 13 July 1940; sponsored by Mrs. Beatrice C. Compton, the wife of the Honorable Lewis Compton, Assistant Secretary of the Navy; and commissioned at the Philadelphia Navy Yard on 20 December 1940, Comdr. Henry M. Mullinnix in command.

Albemarle remained at Philadelphia, fitting out, through mid-January, 1941. Underway for Newport, R.I., on the morning of 28 January, the seaplane tender arrived at her destination on the 30th, and loaded torpedoes. She sailed the following day for Norfolk, arriving on 1 February, and over the ensuing days remained in that area, loading bombs and pyrotechnics and calibrating her degaussing gear, before she sailed on her shake-down cruise on the afternoon of 6 February, setting course for Guantanamo Bay.

The seaplane tender shifted thence to Havana on the morning of 18 February, and over the days which followed her captain made the usual formal calls dictated by diplomatic protocol. In Havana harbor, *Albemarle* dressed ship for Washington's Birthday, her 21-gun salute to the American national holiday returned gun-for-gun by the Cuban gunboat *Yara*. On the morning of 24 February, the ship got underway for the Canal Zone.

Diverted while en route, *Albemarle* anchored in the harbor at San Juan, Puerto Rico, on the morning of 28 February, and that afternoon received the official call of Rear Admiral Raymond A. Spruance, Commandant of the 10th Naval District. That same day, she embarked 91 men from Patrol Squadron (VP) 51 and 61 from VP-52 for temporary duty and transportation, and sailed for Norfolk on the morning of 2 March. While en route, Comdr. Mullinnix was relieved as commanding officer by Comdr. H. B. Sallada.

Albemarle moored at Pier 7, Naval Operating Base (NOB), Norfolk, on the afternoon of 5 March, but lingered there for less than a day, getting underway the following afternoon for Philadelphia. She returned to the Philadelphia Navy Yard and spent the rest of March there, undergoing post-shakedown repairs.

The seaplane tender departed Philadelphia on 6 April, and arrived back at Norfolk the following afternoon; there she took on board depth charges and depth bombs. She sailed for Newport on the morning of 10 April, and soon after standing out into international waters past the Virginia capes, met her escort for the trip—six "flush-deck" destroyers, one of which was the ill-fated *Reuben James* (DD-245). That afternoon she fueled two of her escorts, *Sturtevant* (DD-240) and *MacLeish* (DD-220) at the same time, the former to starboard, the latter to port.

Albemarle then anchored in the harbor of refuge, off Block Island, late on the afternoon of 11 April and, accompanied by the destroyer *Truxtun* (DD-229), calibrated her radio direction finders. She then set out to finish her voyage up the eastern seaboard to Newport, arriving at her destination late on the afternoon of 13 April. She there joined a host of warships, ranging from the battleship *Texas* (BB-35) and the heavy cruisers *Tuscaloosa* (CA-37) and *Wichita* (CA-45) to old and new-type destroyers and the destroyer tender *Prairie* (AD-15).

While *Albemarle* had been on her shakedown, the United States determination to aid the British in the Battle of the Atlantic had resulted in the establishment, on 1 March, of the Support Force, commanded by Rear Admiral Arthur LeRoy Bristol, to protect the vital lifeline between the United States and Great Britain in the North Atlantic. It was formed around destroyers and patrol plane squadrons; the latter would be tended

by small seaplane tenders (ex-destroyers and ex-minesweepers) and *Albemarle*.

Over the next few days, the seaplane tender operated in local waters, at Narragansett Bay, off Martha's Vineyard and Quonset Point, running drills of various kinds and conducting target practices. Rear Admiral Bristol came on board briefly on 28 April and wore his flag in *Albemarle*; that same day, she embarked her former commanding officer, now Capt. Mullinnix, who was now Commander, Patrol Wing, Support Force; men of VP-56 reported on board in connection with advanced base operations, as did men from VP-55. The following day, the planes from those two squadrons commenced night-flying operations.

Albemarle, after again wearing Rear Admiral Bristol's flag on 2 May, departed Newport for Norfolk on 4 May, arriving the following day. The seaplane tender then cleared the Virginia capes on the morning of 9 May for Newport, and arrived there the following morning. She embarked officers and men of VP-52 on 12 May and then sailed the following morning (13 May) for Argentia, Newfoundland. Ultimately anchoring in Little Placentia Bay, Argentia, on the morning of 18 May, *Albemarle* was soon laying 13 seaplane moorings and gathering data on the weather of the region, establishing the advanced base for VP-52's operations from Argentia.

Over the days that followed, in addition to tending the planes assigned to her, she also fueled a succession of destroyers. On 20 May, she received a visit from not only Rear Admiral Bristol—his first visit to Argentia, which he later made his headquarters—but Rear Admiral John H. Towers, the Chief of the Bureau of Aeronautics, who both arrived separately in planes from VP-56. Both flag officers departed the following morning.

Twelve PBVs of VP-52 arrived at Argentia from Quonset Point on 18 May, and immediately commenced familiarization flights in the region—activities which were suddenly cancelled on 24 May. On that day, the German battleship *Bismarck*, which had left Norwegian waters shortly before in company with the heavy cruiser *Prinz Eugen* on what was to be a raiding cruise into the Atlantic, encountered and destroyed the British battle cruiser HMS *Hood*. An anxious Prime Minister Winston Churchill, concerned over the convoy routes that lay open to the powerful German battleship, immediately cabled President Roosevelt and requested American help.

Albemarle quickly refueled the aircraft that had been flying training missions that morning and readied others for the urgent mission. At 1440 the first group of four PBVs lifted off, followed a little less than three hours later, at 1720, by a second flight of seven. The pilots of the "Catalinas" were briefed for a long reconnaissance mission that would take them some 500 miles southeast of Cape Farewell, Greenland. They encountered foul weather and very dangerous flying conditions in the course of their extensive searches, did not find their quarry in the murk, and were compelled by the fog and darkness to seek haven at various bays in Newfoundland, Labrador, Quebec, and adjoining islands.

Albemarle remained at Argentia until 12 June, when she sailed for Norfolk, arriving on the 15th. There she loaded supplies, stores, ammunition and gasoline, before getting underway to return to Newfoundland on 20 June. Escorted there by the destroyer *MacLeish*, *Albemarle* touched at Halifax en route (22 June), and then proceeded on to Argentia, screened by *MacLeish* and *Cole* (DD-155), arriving on 24 June. The seaplane tender supported the operations of VP-71, VP-72 and VP-73 until she sailed again for Norfolk on 19 July, in company with *Dallas* (DD-199). Mooring at Pier 7, NOB Norfolk on the morning of the 25th, she shifted to the Norfolk Navy Yard later that same day and remained there, undergoing an availability, until 12 August.

Underway on that day, *Albemarle*, screened by the destroyer *Broome* (DD-210), sailed for Argentia once more, and reached her destination on the 16th, resuming her support of VP-73. She provided support for seaplane and flying boat operations out of Argentia through October, 1941. Clearing Little Placentia Harbor on 1 November, *Albemarle* sailed for Casco Bay, Maine, arriving there on the 3d; she then pushed on for Norfolk, arriving there on the 7th.

On the day that Japanese planes attacked the Pacific Fleet at Pearl Harbor, 7 December 1941, *Albemarle* lay at NOB Norfolk, embarking passengers before she was scheduled to get underway for anchorage at Lynnhaven Roads. On Christmas Day, 1941, the seaplane tender got underway for Newport and Argentia.

Ultimately, the ship proceeded to Reykjavik, Iceland, where

she would encounter the most severe weather she would see in her career. One particular day, 15 January 1942, was memorable. She set her special sea, anchor and steaming watches and put out both anchors with 120 fathoms of chain on the starboard and 60 to port, with her main engines turning over and steam up on all boilers. The winds were clocked at 71 knots, with occasional gusts of 95, forcing the tender to drag anchor.

The gale lasted until 19 January, and caused heavy damage among the ship's patrol planes. The ship nearly collided with *Wichita* on one occasion, and was in danger of fouling several other ships during that time. Her starboard anchor was fouled once, and she lost the port anchor. She ultimately left Reykjavik on 19 January, steaming initially at greatly reduced speed because of the tempest, shaping course for Argentia, where she would embark passengers for transportation to Norfolk.

Reaching Norfolk on 29 January, *Albemarle* then proceeded to Narragansett Bay, and there provided tender services to VP-73 as that squadron worked with torpedoes there. On 5 March, Admiral Royal E. Ingersoll, Commander in Chief, Atlantic Fleet, made an unofficial call and inspected the ship informally. *Albemarle* completed her work with VP-73 and remained at anchor in Narragansett Bay until 3 April, when she proceeded to the Boston Navy Yard South Annex for an availability. Her overhaul lasted until 1 May 1942.

Upon completion of her refit, *Albemarle* got underway for Newport, on 5 May, and there, over the next few days, degaussed, calibrated her direction finders, and loaded aircraft for transportation to Bermuda. Underway on 15 May with *Mayo* (DD-422) and *Benson* (DD-421) as escorts, the seaplane tender reached her destination on the 17th, unloaded the planes she had brought, and immediately set sail for Narragansett Bay.

Relieving *Pocomoke* (AV-9) in connection with aircraft torpedo and submarine familiarization training, on the 19th, *Albemarle* remained anchored in Narragansett Bay until 12 August, providing torpedo services for a succession of squadrons: VP-94, VP-34, VP-33 and Torpedo Squadron 4. Underway on 12 August and escorted by the destroyers *Livermore* (DD-430), *Kearny* (DD-432) and *Rowan* (DD-405), the submarine tender sailed for Norfolk. After her arrival there, *Albemarle* conducted gunnery exercises in the Chesapeake Bay operating area.

Shortly thereafter, escorted by *Fletcher* (DD-445) and *O'Bannon* (DD-450), *Albemarle* sailed for the Canal Zone on 5 September 1942. Damaging her starboard screw at Coco Solo, the seaplane tender was ordered drydocked for repairs; after transiting the Panama Canal for the first time on 15 September, she entered dry dock at Balboa on the following day. Upon completion of repairs, she transported Army troops and marines to Rio Hato, Panama, for two days of joint Army-Navy maneuvers.

Over the next several months, *Albemarle* acted as fast transport of aeronautical material and men to naval air bases in the Caribbean and the Pacific coast of South America, as well as in the northern South Atlantic. During this time (September–November 1942), she visited Salinas, Ecuador; the air base at Seymour Island, in the Galapagos Islands; San Juan and Bermuda, primarily operating out of Colon and Balboa and escorted by the seaplane tender *Goldsborough* (AVD-5).

Relieved on station by the seaplane tender *Pocomoke* (AV-9), *Albemarle* sailed from the Canal Zone on 13 November 1942, escorted by *Goldsborough* and the small seaplane tender *Matagorda* (AVP-22). Proceeding via San Juan, Trinidad and Bermuda, the seaplane tender reached Hampton Roads on 30 November having completed her longest sustained tour of duty outside the continental limits of the United States.

Over the next seven months, *Albemarle* shuttled between Norfolk and Guantanamo Bay, Trinidad, San Juan, and Bermuda, on eight round-trip voyages. She varied this routine only slightly on the sixth and eighth of these, visiting Recife, Brazil for the first time (17 to 21 April 1943) on the sixth cruise and putting into the Canal Zone on the eighth. Her cargo included aviation gasoline and ammunition. Upon completion of that cycle of operations, she underwent repairs and alterations at the Boston Navy Yard between 15 June and 23 July 1943, departing on the latter date for Norfolk, whence she resumed her cargo-carrying and transport run to Trinidad, Recife, San Juan and Guantanamo Bay. On this voyage, her last on this run, she brought back 27 German prisoners of war, survivors of a sunken U-boat.

Underway from Norfolk on 16 September 1943, *Albemarle* sailed for the British Isles, escorted by the destroyers *Bulmer* (DD-222) and *Barker* (DD-213). Proceeding via Argentia, the

seaplane tender reached Swansea, Wales, with aeronautical cargo and passengers on 28 September, the men and freight she carried to support the newly inaugurated antisubmarine operations by patrol squadrons operating from the British Isles. Underway from Swansea on 4 October, she scraped a screw while leaving the harbor, and, after sailing via Argentinia, reached Boston on 15 October. She was drydocked the following day, and the damaged propeller was repaired. *Albemarle* returned thence to Norfolk via the Cape Cod Canal, arriving at Norfolk on 18 October.

Underway on 22 October as part of a task group formed around the escort carrier *Croatan* (CVE-25) and three destroyers, *Albemarle* sailed for Casablanca. Routed via Bermuda, the group reached its destination on 3 November. After discharging her cargo and disembarking her passengers, the seaplane tender then sailed for the United States on 10 November with another convoy, this one larger and formed around *Croatan* and the light cruiser *Philadelphia* (CL-41), escorted by seven destroyers, and containing *Matagorda* and three transports.

Albemarle made a second cruise to Casablanca before the year 1943 was out, underway on 28 November and escorted by the destroyers *Barry* (DD-248) and *Goff* (DD-247), and arriving on 7 December. She sailed on the 13th for Reykjavik, and reached that Icelandic port on the 19th. There she embarked men from VB-128 for transportation back to the United States, and proceeded out of Reykjavik on 22 December for Norfolk. Battling heavy seas on the return voyage (making only five knots on Christmas Day), *Albemarle* returned to NOB, Norfolk, on the last day of the year 1943.

Proceeding thence to Bayonne, N.J., on 4 January 1944, for upkeep and availability, *Albemarle* returned to Norfolk on 17 January, and prepared for a voyage to San Juan. While outward-bound, however, on 18 January 1944, the seaplane tender fouled a buoy in a thick fog and put about for repairs. Drydocked on 20 January, *Albemarle* sailed again for her original destination, San Juan, the following day.

Subsequently touching at Trinidad and Recife, and retracing her path calling at Trinidad and San Juan on the return leg of the passage, *Albemarle* returned to Norfolk on 23 February for availability. She then steamed to Casablanca in company with the amphibious command ship *Catocin* (AGC-5) and two destroyers, and, among her passengers on the westward bound trip, were 20 German U-boat sailors, prisoners of war. She arrived back at Norfolk on 1 April 1944.

After upkeep at NOB, Norfolk, *Albemarle* proceeded up to the Naval Supply Depot at Bayonne, where she loaded aviation cargo, between 7 and 13 April. She then sailed, via Norfolk, to Guantanamo Bay, Trinidad, the Brazilian ports of Recife and Bahia, and San Juan, ultimately making arrival back at Norfolk on 27 May for voyage repairs and upkeep. Loading cargo at the end of that period, including 29 dive bombers, *Albemarle* again shaped a course for North African waters, the seaplane tender making arrival at Casablanca on 20 June. She proceeded thence to Avonmouth, England, where she loaded cargo and embarked passengers for return to the United States. Underway for Boston on 6 July, she reached her destination on the 13th.

Albemarle spent the next month undergoing a 30-day availability for repairs and alterations at the Boston Navy Yard. Emerging from the yard on 15 August, the seaplane tender proceeded to Bayonne, to load cargo. Sailing via Norfolk, the ship visited the familiar bases at San Juan, Trinidad, Recife and Guantanamo Bay before returning to NOB, Norfolk, on 29 September.

After loading cargo at Bayonne (12 to 17 October), *Albemarle* headed south for the supply run to San Juan, Trinidad and Recife. Outward-bound the voyage proved uneventful; however, while loading ammunition and cargo at San Juan for the return leg of the voyage, an electrical fire damaged the ship's main distribution board, putting *Albemarle's* lighting and ventilation systems out of commission. Underway for Hampton Roads on 22 November, the seaplane tender reached Hampton Roads on the 25th, and moored at NOB, Norfolk, on the 26th to commence an availability.

Underway for Guantanamo Bay on the last day of 1944, *Albemarle* dropped anchor there on 4 January 1945. Reporting to Commander, Fleet Air Wing 11, for temporary duty, she tended Patrol Bombing Squadrons (VPB) 201 and 210 at "Gitmo" until 17 January, when the seaplane tender sailed for Coco Solo, arriving at her destination on the 19th. Thence she sailed for Trinidad where she tended VPB-213 from 1 to 11 February.

Shifting back to the Canal Zone soon thereafter, *Albemarle* commenced tending operations for VPB-214 at Almirante Bay, Panama, on 18 February, and remained engaged in that duty until Washington's Birthday. On 25 February, the ship was designated as flagship for Commander, Air Force, Atlantic Fleet, the day after she cleared Limon Bay for the Galapagos group.

There, *Albemarle* tended VPB-74 and VPB-209 from 27 February to 6 March, when the seaplane tender got underway to return to the Canal Zone. She steamed thence to Guantanamo Bay and Norfolk, arriving at the latter place on 17 March for an availability that lasted through mid-May 1945.

Albemarle cleared Norfolk on 18 May for New York, laden with cargo, escorted by the destroyers *Bernadou* (DD-153) and *Dallas*. Two days later, the seaplane tender sailed for the British Isles in CU-71, a convoy formed around the venerable USAT *George Washington*. *Albemarle's* mission was to bring back to the United States those patrol squadrons whose task in the Atlantic had been completed with the end of the war in Europe, and whose presence was required in the still-active Pacific theater. Ultimately, *Albemarle* reached her destination, Avonmouth, on 30 May, and brought her passengers—men of Fleet Air Wing 7—back to Norfolk on 14 June.

Albemarle made a second voyage to Avonmouth, sailing from Hampton Roads on Independence Day 1945 and reaching her destination on 13 July. There she embarked 772 sailors and soldiers, the majority of the latter repatriated prisoners of war. Underway on the 17th, the seaplane tender arrived back at Norfolk on the 26th.

Entering the Norfolk Navy Yard on 28 July for repairs and alterations to fit her out for duty in the Pacific, *Albemarle* was in the midst of this availability when the war in the Pacific ended in mid-August, 1945. The Japanese capitulation suspended the work; and, soon thereafter, the orders to the Pacific to tend seaplanes were cancelled.

Shortly thereafter, however, *Albemarle* underwent alterations of a different kind, to fit her out for different duty. With repairs carried out to the ventilation and berthing arrangements, the seaplane tender departed Norfolk on 25 September with 2,000 Navy replacements embarked, bound for the Canal Zone. She soon reported for duty as a transport under the Naval Transport Service.

Albemarle cleared Coco Solo, for Pearl Harbor, but while transiting the Panama Canal suffered damage to her port screw. Reduced to proceeding with a single propeller, the seaplane tender put into San Francisco for repairs. Assigned to the "Magic Carpet" fleet—the ships given the job of returning American veterans home for rotation or discharge—upon completion of her repairs, *Albemarle* sailed westward, arriving at Pearl Harbor on 1 November before pushing on for New Caledonia, arriving there on 13 November, eventually arriving at NAS, Alameda, on 28 November.

Following a second round-trip voyage to Samar, in the Philippines, and back, *Albemarle* underwent a three-month overhaul at the Naval Shipyard, Terminal Island, Calif., in preparation for her participation in Operation "Crossroads." The seaplane tender arrived at the Marshall Islands on 4 May 1946, to provide laboratory and base facilities for the technical staff for the operation. On the date of the first test (Able), an air detonation of an atomic device, *Albemarle* lay 155 miles to the southeast, moored in Kwajalein lagoon. Departing there on 3 July, the ship reached Bikini Atoll the following day, and, except for a rehearsal exercise on 19 July, remained moored at Bikini until she departed the lagoon there on the 25th. She observed the second test (Baker) on that day, and after spending a brief period at Bikini departed Kwajalein Atoll for Pearl Harbor, reaching her destination on 5 August 1946, her part in "Crossroads" completed. She continued on to the west coast, reaching San Pedro on 12 August, and remained there until she sailed for Norfolk on 29 October.

Arriving at Norfolk via the Panama Canal on 15 November, *Albemarle* underwent a six-week overhaul at the Norfolk Naval Shipyard. She remained in the Norfolk area until she sailed on 3 March 1947 with Commander, Training Command, Atlantic, embarked. Stopping briefly at Key West, Fla., from 6 to 8 March, *Albemarle* proceeded on down to Guantanamo Bay, reaching her destination on 10 March for a week's operations there. Clearing "Gitmo" on 18 March, the seaplane tender returned to Norfolk on the 21st.

Departing the Hampton Roads area on 9 April, *Albemarle*

sailed for Boston, arriving at the naval shipyard there on the 11th. She remained there until the 21 April, at which time she sailed for Newport, making arrival the same day. Departing Newport on the 23d with ComTraComdLant embarked, *Albemarle* returned to Norfolk on the 24th, remaining in that vicinity, conducting refresher training and routine upkeep, until 30 June, when she sailed for Boston.

Spending the 4th of July at Boston, *Albemarle* remained at that port for over a month, shifting to Newport on 5 August and then back to Boston on the 14th, remaining until 2 September, when she sailed for Norfolk. She then conducted one more trip to Newport (22 to 31 October 1947) before coming back to Norfolk on 1 November. She then underwent a restricted availability at the Norfolk Naval Shipyard from 1 December 1947 to 15 January 1948, for "special temporary alterations" in connection with her next operation.

Albemarle sailed from Norfolk on 16 January 1948 for the Canal Zone, and upon completing the transit of the isthmian waterway reported for duty with Commander in Chief, Pacific Fleet, for temporary duty with Joint Task Force "Switchman." Steaming thence to Terminal Island for final fitting out for her next task at hand, and arriving there on 4 February 1948, *Albemarle* sailed for Pearl Harbor on 1 March, in company with the radar picket destroyer *Rogers* (DDR-876), proceeding thence to the Marshall Islands, arriving at Eniwetok on 16 March, to take part in Operation "Sandstone." Specially altered for the task, *Albemarle* served as the laboratory ship during "Sandstone"—a three-detonation nuclear atmospheric test series—shots "X-Ray" (15 April 1948), "Yoke" (1 May 1948) and "Zebr" (15 May 1948). Departing Eniwetok on 21 May 1948, *Albemarle* arrived at Pearl Harbor on the 27th, en route to Oakland, Calif., which she reached on 4 June. Sailing for Norfolk on 11 June, she transited the Panama Canal on 20–21 June, and reached her ultimate destination on the 26th. She remained there undergoing overhaul at the Norfolk Naval Shipyard until 23 August, when she sailed for Guantanamo Bay, reaching "Gitmo" on the 27th for a three-day stay. Over the two weeks following her departure from Cuban waters, *Albemarle* visited Key West, Boston, and Newport before returning to Norfolk on 14 September.

Following an overhaul at Norfolk Naval Shipyard, *Albemarle* stood out of Hampton Roads on 8 February, and over the ensuing weeks visited a succession of ports and operating areas: Key West; Port-au-Prince, Haiti; Kingston, Jamaica; and Bermuda, interspersing these port visits with training out of Guantanamo Bay.

Returning to the Norfolk Naval Base on 19 March, she remained there into the summer, ultimately sailing for Boston on 13 July for a port visit. Subsequently visiting Newport and New York, *Albemarle* returned to Norfolk on 27 July, and worked in the local operating areas into September. Further operations late in the summer and early fall of 1949 took the ship to Newport, New York, and the Norfolk local operating areas.

Standing out of Lynnhaven Roads on 2 March 1950, *Albemarle* subsequently worked out of Vieques, Puerto Rico, and Roosevelt Roads before she visited Martinique (15–17 March 1950), Grenada (17–19 March), Willemstad, Curaçao (20–22 March), and Ciudad Trujillo, Dominican Republic (23–25 March). Stopping briefly at Guantanamo Bay, the ship returned to Norfolk on 31 March and remained there until 11 May, when she got underway for the New York Naval Shipyard, arriving there the following day. Attached to the New York Group, Atlantic Reserve Fleet, the ship was decommissioned on 14 August 1950 and berthed at Brooklyn.

Shifted to the Philadelphia Naval Shipyard in February 1956, *Albemarle* was earmarked for conversion to tend Martin P6M "Seamaster" jet flying boats. She was reassigned from the Atlantic Reserve Fleet to the Commandant, 4th Naval District, for conversion, effective 6 February 1956. Equipped with stern ramps and servicing booms to handle the "Seamaster," as well as a semi-sheltered area and a service drydock, the ship emerged from the conversion possessing the capability to serve as a highly mobile seadrome capable of supporting jet seaplanes anywhere.

Albemarle was recommissioned at Philadelphia on 21 October 1957, Capt. William A. Dean in command. After fitting out, she sailed for Norfolk on 7 December, and arrived there on the 10th. The ship then sailed for Guantanamo Bay on 3 January 1958, made port there on the 7th, remaining there for ten days and carrying out shakedown training, before dropping down to Montego Bay, Jamaica. Proceeding thence back to Guantanamo,

concluding her shakedown on 21 January, *Albemarle* steamed thence to San Juan and Trinidad, carrying out tending operations with four squadrons of Martin P5M "Marlin" flying boats and participating in "Springboard" exercises. *Albemarle* arrived back at Norfolk on 9 April, remaining there only five days before proceeding back to Philadelphia Naval Shipyard, where she remained under overhaul through mid-July. Returning to Norfolk on 20 July, the ship got underway for operations in the North Atlantic on 14 August, and ranged as far as the Azores before returning to Norfolk on 16 September. Over the next two months, *Albemarle* operated between Norfolk and Bermuda; she rounded out the year at Norfolk, arriving there on 19 November and remaining until 2 March 1959.

Albemarle continued to operate out of Norfolk through 1959 and into 1960, although the cancellation of the "Seamaster" program meant that the ship would never service the aircraft for which she had been reconfigured. Her ports and places visited in 1959 encompassed the naval air facility at Patuxent River, Md.; Pillsbury Sound, in the Virgin Islands; San Juan, and Savannah, Ga.; Halifax and Nova Scotia, Canada; New York City; Yorktown, Va.; Port-au-Prince; Guantanamo Bay and Bermuda. The ship commenced the year, 1960, operating out of San Juan, then moved in succession to Bermuda, back to San Juan, thence to Pillsbury Sound and Grand Turk Island, in the West Indies, thence to Guantanamo Bay and Pillsbury Sound again; thence to San Juan and Guantanamo, into March.

Unloading ammunition at the Naval Weapons Station at Yorktown, between 12 and 15 July, *Albemarle* moored at Norfolk, commencing preparations for inactivation, from 15 to 18 July, before she proceeded to Philadelphia to unload material. Returning thence to Norfolk on 30 July, she continued inactivation preparations through the summer.

Placed out of commission, in reserve, on 21 October 1960, *Albemarle* was initially berthed with the Norfolk group of the Atlantic Reserve Fleet pending her transfer to the Maritime Administration (MarAd) James River Fleet. Placed in the custodial care of MarAd, *Albemarle* was struck from the Naval Vessel Register on 1 September 1962.

On 7 August 1964, however, MarAd transferred the ship—earmarked for conversion to a floating aeronautical maintenance facility for helicopters—back to the Navy. On 27 March 1965, the ship received the new name and classification *Corpus Christi Bay* (T-ARVH-1), and was transferred to the Military Sealift Command (MSC) on 11 January 1966.

Converted at the Charleston (S.C.) Naval Shipyard, the ship emerged from the yard only faintly resembling her former self. Gone was the prominent seaplane ramp, aft, replaced by a built-up superstructure topped by a helicopter landing pad measuring 50 by 150 feet. Previously, damaged helicopters had had to be transported back to the United States for refit; with the advent of this "new" ship type, repairs could be accomplished near the forward areas, damaged helos barged out to the ship and lifted on board by two 20-ton capacity cranes.

Accepted by MSC in January 1966, *Corpus Christi Bay's* first commander was Capt. Harry Anderson, who had a crew of 129 men, a fraction of the ship's original complement, under him. Accompanying the ship on her first deployment in support of forces in Vietnam was the Army's 1st Transportation Corps Battalion (Seaborne), 308 aircraft technicians and specialists under the command of Lt. Col. Harry O. Davis, USA. The ship operated out of Cam Ranh Bay, South Vietnam, during 1966.

Ultimately determined by MSC to be "in excess of current and future requirements," *Corpus Christi Bay* was taken out of service and berthed in ready reserve status at Corpus Christi, Texas. *Corpus Christi Bay* (T-ARVH-1) was struck from the Naval Vessel Register on 31 December 1974. On 17 July 1975, the ship was sold to Brownsville (Texas) Steel and Salvage, Inc., and was scrapped subsequently.

Albert Brown

The wooden-hulled tug *Albert Brown* was acquired by the Navy from W. P. Orr, Jr., of Bristol, Maine, on 20 May 1917 and commissioned on 3 July 1917. Less than a month later, on 28 July 1917, Admiral William S. Benson, as Acting Secretary of the Navy, promulgated General Order No. 314 which decreed that all "scout patrol" vessels with compound names would hence-



Albemarle (AV-5), her stern showing the extensive modifications made to enable her to handle the projected Martin P6M "Seamaster" flying boats, in the Azores, 21 August 1958, in this photograph taken by Chief Photographer Leuko. (USN 1044231)

forth be officially known by surname only. Thus *Albert Brown* (SP-1050) become simply *Brown* (SP-1050) (*q.v.*), a name she used continually throughout her commissioned service.

Albert David

Albert Leroy David—born on 18 July 1902 in Marysville, Missouri—enlisted in the Navy at Kansas City, Missouri, on 30 September 1919. After undergoing his training at the Naval Training Station, San Francisco, he served in the battleship *Arkansas* (BB-33) for the rest of his first enlistment. Reenlisting at Omaha, Neb., on 19 July 1921, David served his second enlistment in a succession of ships: *Rochester* (CA-4), *Preston* (DD-327), *Delaware* (BB-28), *Utah* (BB-31), and *Texas* (BB-35), reenlisting on board *Texas* on 12 May 1925. He then served in *Trenton* (CL-11), *Cincinnati* (CL-6), and *Salt Lake City* (CA-25), reenlisting at Philadelphia on 15 June 1931. He reported on board *Dobbins* (AD-3) on 3 July 1931, and served in that destroyer tender until his transfer to the Fleet Reserve on 10 August 1939. He was recalled to active duty, though, on 27 September 1939, less than a month after World War II broke out in Europe with the German invasion of Poland.

Appointed machinist on 13 May 1942, David was assigned to the Submarine Repair Unit, San Diego, on 28 May, and served in that unit for five months. While there, he received his promotion to ensign on 15 June. Reporting thence to the Naval Training School for diesel engineers at the Madison campus of the University of Wisconsin, for instruction, David ultimately reported for duty at the Naval Training Station, Naval Operating Base,

Norfolk, before he traveled to Orange, Texas to assist in fitting out the destroyer escort *Pillsbury* (DE-133), which was commissioned at the Consolidated Steel Corp., yard on 7 June 1943.

Promoted to lieutenant (jg.) while *Pillsbury* was fitting out, David served in that ship as she operated in the Atlantic, escorting convoys into Casablanca and Gibraltar, and serving with a "hunter-killer" unit formed around *Guadalcanal* (CVE-60). He was serving as *Pillsbury's* assistant engineering and electrical officer when *Guadalcanal's* task group located a German submarine off Cape Blanco, French West Africa, on 4 June 1944 and forced it to the surface.

Pillsbury lowered a boat and sent a party of nine men, led by Lt. (jg.) David, to board the U-boat, soon identified as *U-505*, which was still underway and running in the circle on the surface. Although he "had every reason to believe" that Germans were still below decks setting demolition charges and scuttling the ship, David led *Pillsbury's* men on board and plunged bravely down the conning tower hatch, ready to fight it out with any enemy he encountered, and took possession of the ship. Although he found the sea flooding into the U-boat, David remained below directing the initial salvage operations—aware that at any moment the enemy submersible could blow up or sink. Men from *Guadalcanal* arrived soon thereafter to aid in the battle to keep *U-505* afloat, and David remained on board directing the salvage operations. As a result of his vigorous and heroic efforts, the valuable prize was eventually taken to Bermuda.

Promoted to lieutenant soon thereafter, David was awarded the Medal of Honor for his part in the "first successful boarding and capture of an enemy man-of-war on the high seas by the United States Navy since 1815." He died at Norfolk, however,



Albert David (FF-1050), underway off San Diego, Calif., 18 December 1975, in a photo taken by Photographer 1st Class A. E. LeGare, USN. (NH 96632)

on 17 September 1945, before it could be given to him; it was presented by President Harry S. Truman to David's widow, Lynda Mae David, on 5 October 1945, in a ceremony at the White House.

(DE-1050; dp. 3,426 (f.); l. 414'6"; b. 44'1"; dr. 24'6"; s. 27+ k.; cpl. 220; a. 2 5", ASROC, 6 15.5" tt.; cl. *Garcia*)

Albert David (DE-1050) was laid down on 28 April 1964 at Seattle, Wash., by the Lockheed Shipbuilding and Construction Co.; launched on 19 December 1964; sponsored by Mrs. Lynda Mae David; and commissioned at the Puget Sound Naval Shipyard on 19 October 1968, Comdr. Roy S. Reynolds in command.

For the remainder of 1968, *Albert David* completed outfitting at Bremerton, Wash., and conducted post-commissioning trials and tests. Those examinations continued into 1969. A voyage to Hawaii followed in March. Early in April, the ocean escort began five weeks of refresher training out of San Diego. On 1 May 1969, she was assigned to Long Beach, Calif., as her home port. She concluded refresher training eight days later and arrived in Long Beach on the 10th. On the 12th, however, *Albert David* headed back to Bremerton for an eight-week, post-shakedown availability at the Puget Sound Naval Shipyard. The warship returned to sea on 7 July, bound for the coast of southern California and several days of operations out of San Diego. She returned to Long Beach on the 18th.

Albert David carried out normal operations from the base at Long Beach until the beginning of the second week in October. On 8 October, she stood out of Long Beach on her first deployment to the western Pacific. After steaming via Pearl Harbor and Midway Island, the warship arrived in Yokosuka, Japan, on 31 October. *Albert David* then served two weeks on the Taiwan Strait patrol and visited Subic Bay in the Philippines before reporting at Danang, South Vietnam, on 24 November to begin gunfire support duty. That assignment lasted until 10 December when, after a brief stop at Danang, the ocean escort headed for the Gulf of Tonkin. From the 11th to the 18th, she operated on the south SAR (sea-air rescue) station in the gulf. On 16 December, *Albert David* joined company with *Hancock* (CVA-19) for two days of plane guard duty. The warship left station in the Gulf of Tonkin on 18 December and headed for Bangkok, Thailand, where her crew enjoyed a five-day port visit. On 30 December,

she rendezvoused with *Coral Sea* (CVA-43) and began five weeks of plane guard duty with the carriers of Task Force (TF) 77.

Early in February 1970, she left the Gulf of Tonkin to make port visits at Subic Bay and Hong Kong. On her way back to Vietnamese waters, *Albert David* visited Okinawa and, during that visit, put to sea to investigate a Soviet trawler loitering in the area. She returned to Vietnam at Danang on 27 February to resume gunfire support missions for the troops fighting ashore. At the beginning of the second week in March, the ocean escort left the gunline to rejoin the carriers of TF 77 in the Gulf of Tonkin. Eight days later, she pulled into Subic Bay to make preparations for the voyage back to the United States. On 21 March, *Albert David* stood out of Subic Bay on her way home.

The warship made stops at Guam, Midway, and Pearl Harbor before arriving in Long Beach, Calif., on 9 April. Following post-deployment standdown, *Albert David* settled into the normal schedule of training operations carried out by warships between overseas deployments. Those evolutions occupied her time until the beginning of November when she entered the Long Beach Naval Shipyard. *Albert David's* first regular overhaul lasted more than eight months. On 1 July 1971, she put to sea for post-overhaul trials and drills, and she remained so occupied for the remainder of the month. August brought refresher training out of San Diego, and September saw her resume normal 1st Fleet operations out of Long Beach.

On 12 November 1971, *Albert David* departed Long Beach on her second deployment to the Far East. En route, she spent more than a week in the Hawaiian Islands before continuing on to the Philippines. The ocean escort arrived in Subic Bay on 9 December and remained there almost a week. On the 15th, she put to sea bound for the Gulf of Tonkin, arriving on station two days later. *Albert David* spent the following six weeks on gunfire support station off the coast of Vietnam. At the end of January 1972, she headed back to Subic Bay to rest, rearm, and re-provision. The warship returned to the combat zone—this time in the Gulf of Siam off the shores of South Vietnam's Military Region IV—on 6 February and resumed duty as a seaborne heavy artillery battery supporting ground forces ashore.

Albert David left the Gulf of Siam on 24 February bound for the Gulf of Tonkin. She rendezvoused with *Constellation* (CVA-64) on 29 February and served as the carrier's escort for two days of operations in the Gulf of Tonkin as well as during the

voyage to Subic Bay. After 10 days of upkeep and repairs at Subic Bay, the ocean escort departed the Philippines for Hong Kong on 14 March. The port visit at Hong Kong lasted from 16 to 22 March. On the latter day, the warship laid in a course that took her via Okinawa to the Sea of Japan. She conducted antisubmarine warfare (ASW) exercises between 26 and 29 March and made a port call at Yokosuka, Japan, from 30 March to 5 April.

After a false start for home on the 5th and a return to Japan to reload necessary equipment, *Albert David* headed back to Vietnamese waters that same day. Reporting for gunfire support duty off the DMZ between North Vietnam and South Vietnam on 10 April she performed a variety of other tasks as well. After four days of gunfire support missions, the warship joined *Long Beach* (CGN-9) for 10 days of escort duty on picket station. From 28 April to 12 May, she again provided gunfire support. *Albert David* concluded that tour of duty in the combat zone with four days of service with *Denver* (LPD-9) on the notification line established to warn merchant ships about mines in North Vietnamese harbors.

On 17 May, the ocean escort set out for Subic Bay in company with *Constellation*. The two warships visited Subic Bay from 19 to 22 May and then got underway for Singapore. After a four-day port call at Singapore, they returned to sea on 30 May on their way back to the waters surrounding Vietnam. *Albert David* parted company with *Constellation* on 2 June to render gunfire support to troops in Military Regions I and II in South Vietnam. At the end of 10 days on the gunline, she formed up with *Constellation* again on the 12th. The two warships stopped at Subic Bay on the 15th and returned to sea almost immediately. On 20 June, they arrived in Yokosuka for a two-day port call before beginning the voyage across the Pacific. *Albert David* and *Constellation* cleared Yokosuka on 22 June bound for the United States. *Albert David* escorted the carrier until 30 June when she received orders to proceed independently. The ocean escort entered Long Beach the following morning.

Following a month-long post-deployment leave and upkeep period, the ocean escort began normal 1st Fleet operations on 3 August with plane guard services for *Ranger* (CVA-61) in the southern California operating area. On 26 August, she put to sea from Long Beach to participate in Operation "RimPac-72," conducted in the Hawaiian Islands with units of the navies of Australia, Canada, and New Zealand. *Albert David* returned to Long Beach from that exercise on 19 September and remained in port for three weeks. At that time, she resumed normal operations along the California coast.

The warship performed training duties out of Long Beach until near the end of the first week in January 1973. On the 5th, she stood out to sea on her way back to the Far East. Steaming in company with *Constellation*, *Albert David* completed the transit of the Pacific at Subic Bay on 22 January. Four days later, she embarked upon the voyage to the Gulf of Tonkin, again escorting *Constellation*. For the next three weeks, she provided plane guard services and antisubmarine protection for the carriers of TF 77 during what proved to be her last tour of duty in the gulf before the United States pulled out of the conflict in Vietnam. *Albert David* returned to Subic Bay on 14 February and spent the next three weeks undergoing minor repairs and conducting training in the Philippines.

On 6 March, *Albert David* departed Iloilo on the island of Panay to return to Vietnamese waters. This time, however, her mission was a peaceful one. She was part of Operation "End-sweep," the removal of minefields from the waters adjacent to North Vietnam. Her participation in that effort—punctuated by port visits to Sasebo in Japan, Subic Bay in the Philippines, and Hong Kong—lasted until the second week in June. The warship cleared Vietnamese waters on 9 June, visited Keelung on Taiwan on the 12th and 13th, and arrived in Yokosuka on the 17th. Two days later, the ocean escort returned to sea for the voyage back to the United States. She made brief stops for fuel at Midway Island and Pearl Harbor before reaching Long Beach on 3 July.

Post-deployment standdown followed by a lengthy restricted availability at the Todd Shipyard in San Pedro occupied her time until late November. She returned to Long Beach on 21 November but remained there only long enough to make preparations to move to San Diego, the new home port to which she had been assigned on 20 August. *Albert David* made the home port shift on 1 December and commenced local operations out of San Diego six days later. The warship continued that employment through

the end of 1973 and during the first four months of 1974. On 23 April 1974, she left San Diego in company with *Leonard F. Mason* (DD-852) and *Waddell* (DDG-24) bound for the western Pacific. *Albert David* and her travelling companions made fuel stops at Pearl Harbor and Midway Island before arriving in Yokosuka on 14 May. On 25 May, the ocean escort put to sea in a task group built around *Midway* (CVA-41) to conduct operations off the island of Honshu. Thus she began her first period of service with the 7th Fleet in which combat duty off the Vietnamese coast played no role. The warship alternated between periods of training at sea and port calls at such places as Yokosuka, Hong Kong, Guam, and Subic Bay.

When she returned to San Diego on 22 October 1974, *Albert David* embarked upon a period of almost 42 months without a deployment to the Far East. She spent most of the remainder of 1974 in port, initially engaged in post-deployment standdown and later in holiday routine. The ocean escort conducted a number of exercises in 1975. Late March and early April brought a voyage to Hawaii for Operation "RIMPAC" 1-75, a multinational exercise conducted in cooperation with the navies of Australia, New Zealand, and Canada. In mid-April, she returned to the west coast and resumed local operations. On 30 June 1975, *Albert David* was reclassified a frigate and redesignated FF-1050. In September, she made another cruise to the Hawaiian Islands where she spent four weeks engaged in exercises before returning to San Diego early in November. Local operations again occupied her time until the spring of 1976. Late in April 1976, the frigate sailed to Long Beach where she began an 11-month regular overhaul on the 22d. *Albert David* concluded her repairs at the Long Beach Naval Shipyard on St. Patrick's Day 1977 and returned to San Diego nine days later. She operated on a normal training schedule out of her home port until the beginning of August when she voyaged to Hawaii again for training purposes. Returning to San Diego on 29 August, the frigate settled into a normal west coast training schedule once more.

The hiatus in Far Eastern deployments came to an end in the spring of 1978. *Albert David* stood out of San Diego on 4 April and set a course for Hawaii. En route there, she participated in "RIMPAC" 1-78. After a stop at Pearl Harbor on the 23d and the 24th, the frigate continued her voyage west on the 25th. She arrived in Subic Bay on 16 May. During the ensuing five months, *Albert David* conducted exercises with units of the 7th Fleet and participated in the binational Exercise "Sharkhunt XXVII" with elements of the Taiwanese Navy. She also visited ports in Japan, Korea, and Taiwan. The frigate concluded that tour of duty in the Far East with a readiness exercise and a series of special operations. After a visit to Guam between 11 and 14 October, *Albert David* embarked upon the voyage back to the United States. She reentered San Diego on 29 October and, except for a two-day period underway locally, spent the remainder of 1978 in port.

Twelve days into 1979, the warship began the usual schedule of training operations, trials and inspections. That employment occupied her time through the first 10 months of the year. On 13 November 1979, she left San Diego to return to the western Pacific. *Albert David* made a very brief stop at Pearl Harbor on 21 November resuming her voyage west that same day. She arrived at Subic Bay on 9 December and spent the remainder of the year in port. The frigate operated locally out of Luzon ports until the second week in February 1980 when she embarked upon a voyage to Singapore in company with *Long Beach* (CGN-9), *Worden* (CG-18), and *Bronstein* (FF-1037). A main engine casualty, however, forced her return to Subic Bay under tow of *Long Beach* and, later, of USNS *Ute* (T-ATF-76). She remained in Subic Bay from 12 February through the end of the month. The warship returned to sea on 1 March for two weeks of exercises followed by a port visit at Buckner Bay, Okinawa.

After an antisubmarine warfare exercise and another stop at Buckner Bay, *Albert David* set a course for Pusan, Korea, on 23 March. The warship spent the last week of the month indulging in liberty at Pusan. From there, she moved on to Sasebo, Japan, for a repair and upkeep period preparatory to her return to the United States. On 9 April 1980, the frigate departed Sasebo and embarked upon the voyage home by way of Guam, Kwajalein, and Pearl Harbor. She reentered San Diego on 2 May. Post deployment standdown occupied the remainder of May while June and July brought a resumption of local operations. Early in August, she visited Alaskan waters before beginning regular overhaul at the Puget Sound Naval Shipyard at mid-month.

Those repairs occupied the frigate for the rest of 1980 and for the first nine months of 1981. Early in October 1981, *Albert David* resumed local operations out of San Diego. That duty kept her busy until near the end of May 1982. On the 29th, she got underway for the western Pacific via Pearl Harbor. The frigate arrived in Subic Bay on 2 July. After almost three weeks at that base in the Philippines, *Albert David* moved north to Sasebo, Japan, where she stayed from 26 July until 12 August. The warship arrived back in Subic Bay on 17 August but set sail again four days later on the 21st in company with *John Young* (DD-973) and *San Jose* (AFS-7) bound for the Arabian Sea and a tour of duty with the Middle East Force. She performed surveillance chores in the Arabian Sea from 7 September to 18 October. On 19 October, *Albert David* started out on the long voyage back to the United States. She entered San Diego on 30 November and spent the remainder of 1982 engaged in post-deployment leave and upkeep.

Standdown carried over well into the third week of 1983. On 20 January, *Albert David* took up local operations out of San Diego with a three-day readiness exercise. A variety of training evolutions conducted in the waters off the coast of southern California occupied her time during the nine months between January and October 1983. On 4 October, however, the frigate stood out to sea on her way to the Far East once more. She made a five-day stop at Pearl Harbor and conducted a battle problem in the Mariana Islands before steaming into Subic Bay at the beginning of the second week in November. At mid-month, *Albert David* put to sea again to participate in a series of bilateral exercises with units of the Royal Malaysian Navy, the Royal Singapore Navy, and the Navy of the Republic of Korea. Interspersed among those exercises were goodwill and liberty calls at Lumut in Malaysia, Singapore, Chinhae in Korea, and at Hong Kong. On 28 December, she returned to the Philippines at Manila where she ushered in the new year.

Albert David's western Pacific deployment continued until early April 1984. January brought a visit to Cebu City in the Philippines, a brief return to Subic Bay, and another bilateral exercise, this time with the Royal Thai Navy. Exercises with other units of the 7th Fleet followed. At the end of January, the frigate sailed north to Japan for upkeep and repairs at Yokosuka. At the beginning of the last week in February, the warship completed repairs and put to sea to conduct antisubmarine warfare exercises with elements of the Japanese Maritime Self-Defense Force. The end of February and beginning of March brought visits to Sasebo and Fukuoka in Japan. During mid-March, she operated with South Korean Navy units again and then made port visits at Chinhae and Pusan, Korea, and at Sasebo, Japan. *Albert David* departed Sasebo on 3 April on her way back to the United States. En route, she lingered in the Marianas to participate in another battle problem and stopped at Pearl Harbor on 21 and 22 April. The warship pulled into San Diego on 30 April. Post-deployment standdown took up the month of May, and operations along the California coast occupied the summer and early fall of 1984. At the beginning of November, *Albert David* began restricted availability at the Long Beach Naval Shipyard.

That repair period carried her into 1985. Back in San Diego by 5 January, she resumed local operations by the end of the month. The frigate settled into a schedule of training exercises along the west coast, highlighted by port visits to Canadian and United States cities, that kept her busy throughout 1985 and nearly through 1986. On 29 September 1986, *Albert David* entered the yard of the National Steel & Shipbuilding Co. at San Diego to begin regular overhaul.

Albert David earned three battle stars for service in the Vietnam conflict.

Albert DeGroat

Shortly after she was purchased by the Navy, screw tug *Albert DeGroat*—sometimes referred to in official records as *A. DeGroat*—was renamed *Snowdrop* (q.v.).

Albert J. Myer

Albert James Myer—born on 20 September 1829 at Newburgh, N.Y.—received his bachelor's degree from Hobart College in

1847, graduated from Buffalo Medical College in 1851, and became an assistant surgeon in the Army on 18 September 1854. Already an accomplished telegrapher, he became an enthusiastic proponent of visual signalling while serving in Texas. In the late 1850s, Myer lobbied vigorously for the adoption of his method of signalling and for the establishment of an organization within the Army responsible for communication. In 1860, Congress created a major's billet on the Army staff for a signal officer, and Myer was appointed to fill the new slot. Between the summer of 1860 and the spring of 1861, he employed his system successfully during General Canby's campaign against the Navajo Indians.

In June of 1861, Maj. Myer received orders to Washington, D.C., to organize and command a signal corps. Through the first two years of the Civil War, Myer carried out both administrative and operational responsibilities while also proselytizing in Washington for the establishment of the Signal Corps as a permanent entity in the Army. Brevetted a lieutenant colonel on 27 May 1862 for his service on the staff of the Army of the Potomac, he received a full colonelcy as a result of the formal establishment of the Signal Corps on 3 March 1863. However, conflict between Myer and the assistant secretary of war under whose supervision military telegraphy fell, resulted in his removal as chief signal officer in November 1863 and his assignment to the Military Division of the West Mississippi in which he served the remainder of the remainder of the Civil War.

Following the war, Myer received the brevet rank of brigadier general; but he did not really come into his own until July of 1866 when Congress reorganized the Signal Corps and, with the permanent rank of colonel, he again became chief signal officer. Myer headed the Signal Corps from 21 August 1867 until his death at Buffalo, N.Y., on 24 August 1880. During that time, he played a dominant role in the resumption of a storm warning service that previously had been provided by the Smithsonian Institution and its subsequent incorporation in 1870 as the United States Weather Bureau under the direction of the Signal Corps. Myer became a permanent brigadier general on 16 June 1880, a little over two months before his death. Fort Myer—in Arlington, Va.—is also named in his honor.

(ARC-6: dp. 7,815; l. 334'; b. 47.1'; dr. 25'3/4"; s. 14 k.; cpl. 55; cl. *Neptune*; T. S3-S2-BP1)

Albert J. Myer was laid down on 14 April 1945 at Wilmington, Del., by Pusey & Jones Corp. under a Maritime Commission contract (MC hull 2558); launched on 7 November 1945; sponsored by Mrs. Grace Salisbury Ingles, the wife of Major General Harry C. Ingles, commanding officer of the Army Signal Corps; and delivered to the Maritime Commission on 17 May 1946.

Since World War II ended some eight months before her completion, *Albert J. Myer* was consigned to the Maritime Commission's reserve fleet until sometime in the early 1950's when she was taken over by the Army for service with its Transportation Service. That duty lasted until 1966 when she was transferred to the Navy and designated a cable repair ship, ARC-6. Manned by a civil service crew, USNS *Albert J. Myer* began active service with the Military Sea Transportation Service (MSTS). Though administratively assigned to MSTS Atlantic, she has served all over the seven seas. As of late 1986, USNS *Albert J. Myer* was still active with the Military Sealift Command (MSC), the successor organization to MSTS.

Albert M. Boe

Albert M. Boe was serving as chief engineer of the United States Army interisland freighter *FS-214* when that ship's starboard engine exploded on 13 April 1945. Staying in the engine room to shut off the stricken ship's engines—despite severe burns which caused his death—Boe saved his ship and the lives of his shipmates whom he had ordered topside, and earned the posthumous award of the Merchant Marine Distinguished Service Medal.

(T-AKV-6: dp. 7,176; l. 442'; b. 57'; dr. 28'; s. 11.0 k.; cpl. 39; cl. *Albert M. Boe*; T. Z-EC2-S-C5)

The single-screw "Liberty" ship *Albert M. Boe* was laid down under a Maritime Commission contract (MCE hull 3132) on 11 July 1945 at Portland, Maine, by the New England Shipbuilding Corp.; launched on 26 September 1945; sponsored by Mrs. Antoi-

nette Boe; and delivered on 30 October 1945. The last "Liberty" ship to be constructed, *Albert M. Boe* was operated by the United States Army Transportation Corps before being acquired by the Navy from the Army, via the Maritime Commission, on 1 March 1950 for assignment to the Military Sea Transportation Service. Assigned "active, in service" status, the ship became USNS *Albert M. Boe* (T-AKV-6). Modified from the usual arrangement of a "Liberty" ship, *Albert M. Boe* boasted four large cargo holds instead of the usual five, with kingpost-style lifting gear in lieu of the mast and boom type common to most "Liberties." Assigned to the Pacific Area Command, *Albert M. Boe* supported American operations in the Far East and United Nations operations in Korea, through late 1953, carrying crated aircraft, plane engines, and spare parts from ports on the Gulf of Mexico to most of the major islands in the Pacific.

Transferred to the custody of the Maritime Administration on 22 January 1954, *Albert M. Boe* was stricken from the Naval Vessel Register on 11 March 1954.

Albert T. Harris

Albert Thomas Harris—born on 29 August 1915 in Madison, Ga.—attended North Georgia College and the University of Georgia before enlisting in the Naval Reserve on 10 September 1940. After a period of training—some of which he spent in the battleship *New York* (BB-34)—he was discharged on 15 June 1941 to accept an appointment as a midshipman in the Naval Reserve the following day. After receiving training at the Naval Reserve Midshipman's School at Northwestern University, he was commissioned an ensign in the Naval Reserve on 12 September 1941. Then, following instruction in communications, Harris, assigned to the 12th Naval District temporarily on 15 November 1941, awaited transfer to the heavy cruiser *San Francisco* (CA-38). He reported for duty on board that ship at Pearl Harbor on the afternoon of 6 January 1942.

Two days after he reported, his ship sailed with Task Force (TF) 8 as part of the force covering the movement of marines to Samoa. Detached from TF 8 to provide local cover for the newly arrived forces at Tutuila, *San Francisco* then rejoined her old division, Cruiser Division 6, part of TF 11, soon after clearing Samoan waters on 8 February. Ens. Harris saw his first action on 20 February 1942, when *San Francisco* screened the aircraft carrier *Lexington* (CV-2) as TF 11 battled Japanese land-based bombers off Bougainville, in the Northern Solomons. *San Francisco* received credit for downing one of the attacking aircraft.

On 10 March 1942, the heavy cruiser stood ready to protect *Lexington*, as that carrier, and *Yorktown* (CV-5), launched a successful surprise attack on enemy shipping off the New Guinea settlements of Lae and Salamaua. In the spring of 1942, Ens. Harris' ship escorted convoys between the United States, and Hawaii, Australia and the Fiji Islands.

After seeing a convoy safely to Fiji in July, *San Francisco* joined the expeditionary force bound for the Solomon Islands, in the initial assault phase of Operation "Watchtower"—the invasion of Guadalcanal. His ship covered the landings on 7 August, and, following a logistics period at Noumea, New Caldeonia, covered a supply convoy to Guadalcanal; during the latter movement, he witnessed the loss of the carrier *Wasp* (CV-7) on 15 September. He took part on the Battle of Cape Esperance on the night of 11 and 12 October, and participated in the shelling of Japanese supply and ammunition dumps at Koli Point on 4 November.

Newly promoted Lt. (jg.) Harris saw his last action on the afternoon of 12 November 1942, when 21 Japanese twin-engined torpedo planes (Mitsubishi G4M1 "Betties") attacked *San Francisco's* task group near Lunga Point. While commanding the antiaircraft battery on the after machine gun platform, he directed the fire of his 20-millimeter guns on an approaching Japanese torpedo plane that had been set afire by gunfire from the nearby transport *McCawley* (AP-10). Harris and his gallant gunners unflinchingly remained at their posts, courageously maintaining a heavy fire until the "Betty" crashed into them; the young officer and three of his gun crews died in the fiery crash.

Comdr. Herbert E. Schonland, upon whose shoulders command of the heavy cruiser devolved after Capt. Cassin Young died of wounds suffered in the Naval Battle of Guadalcanal, praised "the remarkable fire discipline and courage" of Harris and his men. "They met their deaths without flinching," Schonland wrote, "and in a manner which has been an inspiration to us all." For his conspicuous bravery "in the face of certain death," Lt. (jg.) Harris was awarded the Navy Cross posthumously.

(DE-447: dp. 1,350; l. 306'0"; b. 36'7"; dr. 13'4"; s. 24.3 k. (tl.); cpl. 222; a. 2 5", 4 40mm., 10 20mm., 3 21" tt., 8 dp., 1 dp. (hh.); 2 det.; cl. *John C. Butler*)

Albert T. Harris (DE-447) was laid down on 13 January 1944 at Newark, N.J., by the Federal Shipbuilding & Drydock Co.; launched on 16 April 1944; sponsored by Mrs. J. D. Harris, the mother of Lt. (jg.) Harris; and was commissioned on 29 Novem-



Albert T. Harris (DE-447), 17 December 1944, in Measure 31, design 2D camouflage. The colors are haze gray, ocean gray and dull black on vertical surfaces; deck blue on the horizontal. (NH 96647)

ber 1944 at the New York Navy Yard, Lt. Comdr. Sidney King in command.

The destroyer escort spent three weeks at New York outfitting before embarking on her shakedown cruise to the British West Indies late in December. She returned to the United States briefly at the end of January 1945 but soon got underway again, bound for duty in the Pacific. The warship transited the Panama Canal in mid-February and continued, via the Galapagos and Society Islands, to Manus in the Admiralties. There, she became an element of Escort Division (CortDiv) 77, and for the next five months, served on convoy escort duty and screened three amphibious operations. *Albert T. Harris* served as part of a demonstration group making a feint at Morotai during the occupation of the Zamboanga Peninsula of Mindanao between 17 and 23 April and participated in the surface force that covered the landings at Santa Cruz on the Davao Gulf on 3 and 4 May. In June, she provided support for the seizure of Brunei Bay, Borneo.

Reassigned to the Philippine Sea Frontier in July, *Albert T. Harris* spent the remainder of the war escorting ships between islands of the Philippines, protecting them from Japanese submarines. Though she logged several attacks on suspected enemy subs, the destroyer escort scored no successes. Following Japan's capitulation, the warship joined the South China Force to assist in the occupation of territory still held by Japanese forces, a mission that took her to Shanghai and Hong Kong in China, Haiphong and Hongay in French Indochina, Korea, and the island of Formosa. She returned to the United States at San Diego on 12 February 1946 and was decommissioned there on 26 July 1946.

The destroyer escort remained in reserve with the San Diego Group, Pacific Reserve Fleet, for almost five years. The North Korean invasion of South Korea late in June 1950 triggered an expansion in the Navy's active fleet. Accordingly, *Albert T. Harris* was recommissioned at San Diego on 27 April 1951, Lt. Comdr. W. M. Robinson in command. While she saw no combat service, her reactivation released other Atlantic Fleet warships for duty off Korea. She served with the Pacific Fleet along the west coast until September. At that time, the destroyer escort transited the Panama Canal and joined the Atlantic Fleet as an element of Escort Squadron 12 based at Newport, R.I.

During the ensuing six years, *Albert T. Harris* operated along the eastern seaboard and in the West Indies. In addition to the normal training evolutions, independent ship's exercises, type training, and the annual Operation "Springboard" fleet problem—she also provided services to the Fleet Sonar School and made midshipman summer training cruises.

Reassigned to naval reserve training duty in September, 1957, under the operational control of the Commandant, 3d Naval District, the ship spent the remaining 11 years of her Navy career, operating out of New York helping reservists to sharpen their skills as sailors. In August 1968, *Albert T. Harris* was declared excess to the needs of the Navy. On 19 September 1968, she reported to the Inactive Ship Maintenance Facility at Philadelphia to begin inactivation. Decommissioned at Philadelphia on 21 September 1968, *Albert T. Harris* was struck from the Naval Vessel Register on 23 September 1968. The former warship was sunk as a target off the Virginia capes on 9 April 1969.

Albert T. Harris earned two battle stars during World War II.

Albert W. Grant

Albert Weston Grant—born on 14 April 1856 at East Benton, Maine—grew up at Stevens Point, Wis., with his pioneer family and won a competitive appointment to the Naval Academy from which he graduated on 20 June 1877. Following service in *Pensacola*, *Lackawanna*, *Alliance*, *Passaic*, and *Iroquois*, he served ashore at the Norfolk Navy Yard, received torpedo training, and served briefly at the Naval War College.

Duty in *Trenton*, *Richmond*, *Saratoga*, and *Yorktown* preceded his return to Norfolk to supervise major repairs to *Pensacola* which entailed pioneer work in applying electricity to warships and then reported to *Concord*. On 9 May 1893, his commission as a lieutenant reached him while he was serving in that gunboat. A tour in cruiser *San Francisco* ended in the summer of 1894 when Grant was ordered back to the Naval Academy for duty as an instructor. Detached some three years later, he

returned to sea in *Helena* and served off the coast of Cuba in *Massachusetts* during the Spanish American War.

Transferred to *Machias* on 8 September 1898, Grant was serving in her when promoted to lieutenant commander on 1 July 1900, a month before orders sent him back to the Academy for two more years as an instructor. Three years of service in the Far East followed—as executive officer of *Oregon* and then as commanding officer of that battleship—before he returned to Annapolis where he was promoted to commander and placed in charge of the Seamanship Department. During this assignment, he prepared a study of naval tactics, *The School of the Ship*, which became a standard textbook.

On 22 July 1907, Grant reported to the Naval War College for instruction and, upon completing the course in the autumn, assumed command of *Arethusa* and took that fuel ship around Cape Horn to the Pacific. Detached on the last day of March 1908, he embarked in *Connecticut* as chief of staff to the Commander of the Atlantic Fleet. During that tour of duty, he was promoted to captain on 1 July 1909. He relinquished his post as chief of staff on 26 October 1909, but remained in *Connecticut* as her commanding officer.

Grant became commandant of the Philadelphia Navy Yard on 21 March 1910 and simultaneously took command of the 4th Naval District. Two years later, he became head of the Atlantic Reserve Fleet. Command of the new battleship *Texas* came in 1913 and command of Submarine Flotilla, Atlantic Fleet, followed two years later.

In the summer of 1917—some three months after the United States entered World War I—Grant took over Battleship Force 1, Atlantic Fleet, with additional duty in command of Squadron 2 and Division 4. This position gave him the rank of vice admiral. December 1918 brought him command of the Atlantic Fleet. The following spring, he became commandant of the Washington Navy Yard and superintendent of the Naval Gun Factory.

Retired on 6 April 1920, Vice Admiral Grant died in Philadelphia on 30 September 1930.

(DD-649: dp. 2,050; l. 376'5"; b. 39'7"; dr. 13'9"; s. 35.2 k.; cpl. 329; a. 5 5", 10 40mm., 7 20mm., 2 dct., 6 dcp., 10 21" tt.; cl. *Fletcher*)

Albert W. Grant (DD-649) was laid down on 30 December 1942 at Charleston, S.C., by the Charleston Navy Yard; launched on 29 May 1943; sponsored by Miss Nell Preston Grant, granddaughter of Admiral Grant; and commissioned on 24 November 1943, Comdr. T. A. Nisewander in command.

That day, the destroyer departed Charleston for a shakedown cruise to Bermuda and returned to Charleston on 29 January 1944 for minor alterations. She headed for Norfolk, Va., on 8 February; and, five days later, she got underway to escort the new carrier *Hornet* (CV-12) to Hawaii. They transited the Panama Canal, joined more ships at San Diego, and finally arrived at Pearl Harbor on 4 March.

On 4 April, the destroyer sailed for Majuro where she joined Task Force (TF) 58 for the invasion at Hollandia. During that New Guinea operation, from 21 to 29 April, *Albert W. Grant* engaged in picket duty, inshore patrol duty, and covered landing force operations. On 29 April, she headed for the Caroline Islands with Task Group (TG) 58.3 and screened the carriers during strikes on Truk. The task group left for Majuro on 2 May and continued on to Pearl Harbor, arriving there on 11 May.

After a brief respite, *Albert W. Grant* got underway on 29 May for Eniwetok, which served as the staging area for the invasion of the Marianas. On 11 June, she sailed to Saipan and commenced her gunfire support activities on 15 June. The destroyer was also involved in action against Tinian. She departed the Saipan area on 29 July and put in to Eniwetok on 2 August. Following a brief upkeep period, the destroyer got underway for Purvis Bay, Solomon Islands, on 22 August.

The ship sortied with TG 32.5 on 6 September for the assault on the Palaus and, during a two-week period in mid-September, conducted preinvasion bombardment and supported the landings on Peleliu and Angaur. On 29 September, she left for Manus Island. The destroyer remained there through 12 October, then sailed for the Philippines as a member of TG 77.2. On 17 October, *Albert W. Grant* provided protection for *Crosby* (APD-17) while that fast transport landed troops on Suluan Island, Philippines. From 17 to 24 October, the destroyer provided fire support for the assault on Leyte.

On 24 October, *Albert W. Grant* joined TG 77.2 and sailed to engage a Japanese task force reported steaming northward from the Sulu Sea toward Surigao Strait. That American battleship group met the Japanese force in the strait; and *Albert W. Grant*, along with other destroyers in advance of the main battle line conducted a torpedo attack. During this attack, she was hit and severely damaged by gunfire. *Albert W. Grant* suffered 22 hits, many by six-inch shells. Fires broke out, and the ship lost steering control and all power. Thirty-eight men were killed and 104 were wounded. Although their ship was down by the bow and listing heavily to port, the destroyer's crew got her engines working again and enabled her to retire to American-controlled waters in Leyte Gulf.

While en route to Leyte, *Albert W. Grant* weathered a typhoon before reaching the anchorage. Following temporary repairs, the ship sailed for Pearl Harbor on 30 October under tow by *Hidatsa* (AT-102). She stopped en route at Seeadler Harbor and Majuro. *Albert W. Grant* reached Pearl Harbor on 29 November and, three days later, sailed for Mare Island, Calif. Following her arrival on 9 December, the destroyer underwent major repair work.

Albert W. Grant left the shipyard on 11 March 1945 and headed for Pearl Harbor. She arrived there on 25 March and began underway training exercises. On 23 April, the destroyer sailed for the Philippines. *Albert W. Grant* reached Leyte on 13 May. She stood out of Manila on 3 June to escort General Douglas MacArthur, embarked on *Boise* (CL-47), on a tour of the Philippines. *Albert W. Grant* then sailed southwest toward Brunei Bay, Borneo, to rendezvous with TG 78.1 for the assault on Brunei Bay. On 10 June, she covered the landings there. The ship rejoined the MacArthur tour on the 11th and dropped anchor at Manila on 15 June.

Albert W. Grant operated in Manila Bay until 27 June, when she got underway for Balikpapan, Borneo. From 30 June to 9 July, the destroyer covered operations against Balikpapan. She was back at Manila on 14 July. *Albert W. Grant* then moved to the Marshalls and, upon her arrival at Eniwetok on 3 August, joined TF 49 for duty in the North Pacific. She sailed to Adak, Alaska; and, the day before she arrived there, received word of the Japanese capitulation on 15 August, and sortied with TF 49 for Ominato, Japan. The task force arrived off Honshu on 8 September and anchored at Ominato on the 10th.

The destroyer remained on occupation duty in Japan through mid-November. *Albert W. Grant* then sailed back to the United States; arrived at Seattle, Wash., on 2 December; and, upon her arrival, began overhaul. The destroyer was placed out of commission, in reserve, at San Diego on 16 July 1945. Her name was struck from the Navy list on 14 April 1971, and she was sold for scrapping.

Albert W. Grant received seven battle stars for World War II service.

Albireo

The star in the constellation Cygnus which represents the head of the swan.

(AK-90: dp 14,580; l. 441'6"; b. 56'11"; dr. 28'4"; s. 12.5 k.; cpl. 206; a. 1 5", 1 3", 8 20mm.; cl. *Crater*; T. EC2-S-C1)

John G. Nicolay was laid down under a Maritime Commission contract (MCE hull 525) on 17 January 1943 at Richmond, Calif., by the Permanente Metals Corp.; launched on 25 February 1943; sponsored by Mrs. Donald W. Day; acquired by the Navy under a bareboat charter on 9 March 1943; converted for naval service by the Matson Navigation Co.; renamed *Albireo* on 17 March 1943 and simultaneously designated AK-90; and commissioned at San Francisco, Calif., on 29 March 1943, Lt. Comdr. Edward M. Benton, USCGR, in command.

Assigned to the Naval Transport Service, the cargo ship conducted shakedown training in San Francisco Bay before getting underway on 9 April for a cargo run to Pearl Harbor, Hawaii. The ship arrived back at San Francisco on 5 May and operated along the west coast through late August, towing barges and delivering cargo to Seattle, Wash.; Eureka and San Francisco, Calif.; and Astoria, Oreg. *Albireo* departed San Francisco on 26 August in a convoy bound for Espiritu Santo, New Hebrides, and Wellington, New Zealand; arrived back at San Francisco on 20

November; discharged her cargo at Oakland, Calif.; and entered the United Engineering Co. shipyard for repairs.

The ship got underway for Espiritu Santo on 27 December. She arrived there on 1 February 1944 and unloaded her cargo and passengers. On the 22d, she shifted to Guadalcanal to discharge more cargo. *Albireo* touched at Espiritu Santo once again on 20 March; then sailed three days later for the west coast. The ship reached San Francisco on 19 April. After taking on another load of supplies and equipment, the cargo vessel set sail on 22 May for Seeadler Harbor, Manus Island. She arrived there on 22 June and remained in port for approximately six weeks while discharging cargo ashore.

Albireo weighed anchor on 1 August and touched at Milne Bay, New Guinea, three days later. She debarked elements of a Navy construction battalion and their equipment before getting underway again on the 26th. The vessel reached San Francisco on 21 September and entered a brief period of upkeep. She made a voyage to Pearl Harbor in October, returned to San Francisco on 1 November, and underwent voyage repairs and alterations at the United Engineering Co. The ship resumed operations on 26 November, and she joined a convoy bound for Espiritu Santo. She paused en route at Pearl Harbor for minor repairs and to take on personnel and arrived at Espiritu Santo on 25 December.

The vessel remained in port there through the Christmas holidays. On 3 January 1945, the ship reversed her course back to the west coast. She arrived in San Francisco Bay on 6 February and began a period of voyage repairs and alterations. The cargo vessel made another voyage to Manus during late February, March, and April. After a three-day in-port period at Pearl Harbor, the ship arrived back at San Francisco on 19 May.

After a leave and upkeep period, *Albireo* set sail on 13 June for the Philippines. She arrived in San Pedro Bay on 14 July. In early August, she began her voyage to San Francisco and, while sailing to the west coast, received word of the Japanese capitulation ending World War II.

On the first day of September, the vessel moored in San Francisco Bay and entered upkeep. Later that month, she sailed to San Pedro, Calif., to take on cargo. The ship got underway on 5 October and reached Eniwetok on the 23d. She continued on to Samar and Manila, Philippines. *Albireo* left the latter port on 26 November and sailed to Yokosuka, Japan. Upon her arrival there on 3 December, the ship began providing supplies and equipment to American occupation forces ashore. She remained in Japanese waters until late March 1946.

Albireo left Japan and shaped a course for the United States. She paused at Eniwetok in late March through early April; then pressed on to the Panama Canal Zone. The cargo ship transited the canal on 29 May and headed on toward the east coast. She arrived at Norfolk, Va., on 18 June. The ship was decommissioned there on 5 July 1946. She was turned over to the War Shipping Administration for disposal on 18 July 1946, and her name was struck from the Navy list on 31 July 1946. She was sold later that same year and was refitted for merchant service.

Albuquerque

A city in central New Mexico, located on the Rio Grande about 55 miles southwest of Santa Fe. Albuquerque is the seat of government for Bernalillo County.

I

(PF-7: dp. 1,430; l. 303'11"; b. 37'6"; dr. 13'8"; s. 20.3 k. (tl.); cpl. 190; a. 3 3", 4 40mm., 4 20mm., 8 dcp., 1 dcp. (hh.), 2 dct.; cl. *Tacoma*; T. S2-S2-AQ1)

The first *Albuquerque* (PF-7) was laid down under a Maritime Commission contract (MC hull 1425) on 20 July 1943 at Richmond, Calif., by Kaiser Cargo, Inc.; launched on 14 September 1943; sponsored by Mrs. B. L. Livingstone; and commissioned on 20 December 1943, Lt. Comdr. Wayne L. Goff, USCG, in command.

After outfitting and shakedown training, *Albuquerque* stood out from Treasure Island, Calif., on 24 March 1944 bound for Seattle, Wash. She arrived two days later and remained there until getting underway on 5 April as an escort for an Alaska-bound convoy. She and her convoy arrived in Dutch Harbor, Alaska, on 16 April where the frigate was assigned to Escort Division (CortDiv) 27. For the rest of 1944 and the first half of

1945, *Albuquerque* shepherded convoys between various Alaskan ports and conducted patrols around the Aleutian Islands and in the Bering Sea. Between 5 June and 14 July 1945, the warship made a round-trip voyage from Dutch Harbor to Seattle and back. She then resumed her previous duty for a month before being decommissioned at Cold Bay, Alaska, on 16 August. The following day, she was transferred to the Soviet Union under lend-lease.

After over four years of service with the Soviet Navy, *Albuquerque* was returned to the United States Navy on 15 November 1949 at Yokosuka, Japan. Following repairs and refurbishment, the frigate was recommissioned at Yokosuka on 3 October 1950, Lt. Comdr. Claude O. Lowe in command. For the next 10 months, she escorted convoys and conducted patrols between Yokosuka, Hong Kong, and Singapore. In August 1951, she operated between Yokosuka and Subic Bay in the Philippine Islands. She departed Yokosuka on 10 September 1951; stopped at Sasebo; and, on the 15th, got underway for patrol and escort duty along the eastern coast of Korea. As a unit of CortDiv 5, Destroyer Flotilla (DesFlot) 3, Pacific Fleet, *Albuquerque* spent the rest of September and most of October operating along the Korean coast.

She concluded that duty on 26 October 1951 when she departed Sasebo bound for Hong Kong. She arrived in that British colony on 30 September and remained there—presumably in some sort of station ship status—until the following March. On 6 March 1952, *Albuquerque* stood out of Hong Kong, bound for the Philippines. From Subic Bay, Luzon, she headed back to Japan, returning to Sasebo on 16 May. Based there, the frigate resumed patrol and escort duties along the eastern coast of Korea. That assignment lasted for about six weeks. In July, she again visited Subic Bay and, on the 26th, arrived back in Hong Kong. The warship once more made an extended visit to Hong Kong until finally departing in mid-November. After a visit to Subic Bay, she returned to Sasebo on 3 December and resumed duty along the eastern coast of Korea.

On 28 February 1953, *Albuquerque* was decommissioned at Yokosuka. On 30 November 1953, she was transferred to Japan on a loan basis. She was commissioned in the Japanese Maritime Self-Defense Force as *Tochi* (PF-16). *Albuquerque*'s name was struck from the Navy list on 1 December 1961, but she was returned briefly to United States Navy custody on 28 August 1962. However, almost simultaneously, the frigate was permanently retransferred to Japan. She served in the Japanese Maritime Self-Defense Force until sometime in 1968 when she was sunk as a target.

Albuquerque earned three battle stars during the Korean conflict.

II

(SSN-706: dp. 5,723 (surf.), 6,927 (subm.); l. 360'; b. 33'; dr. 32.3'; s. 20+ k.; cpl. 127; a. 4 21" tt., SUBROC, Harpoon; cl. *Los Angeles*)

The second *Albuquerque* (SSN-706) was laid down on 27 December 1979 at Groton, Conn., by the Electric Boat Division of the General Dynamics Corp.; launched on 13 March 1982; sponsored by Mrs. Nancy L. Domenici; and commissioned at the Submarine Base, New London, on 21 May 1983, Capt. Richard H. Hartman in command.

The nuclear-powered attack submarine spent the remainder of 1983 engaged in operations at sea completing the variety of tests, examinations, certifications, and inspections that attend the acceptance of a newly constructed warship into the fleet. She also carried out the shakedown training that welds the members of a newly formed crew into a smooth-functioning team. At the beginning of 1985, the warship reentered the yard at Electric Boat for her post-shakedown availability. The repair period ended on 15 April. In May, she voyaged south to the Florida coast for weapons and combat systems certifications. During the summer, she participated in a fleet exercise and took part in a midshipman training cruise. In August, *Albuquerque* began normal operations from her home port. October and November brought extended operations at sea in the Atlantic, and, in December, she underwent additional repairs at Electric Boat.

Albuquerque opened 1985 with sonar training and weapons systems drills carried out in the local operating area. In February, she completed preparations for another two months at sea that began on 27 February. The warship returned home at the beginning of May. Operations along the east coast occupied her time until mid-June when *Albuquerque* went back to sea for an extended period of operations. Two months later, she reentered her home port and took up local duty once again. The warship remained so employed until November when she cruised south to the coast of Florida to serve as a school ship for prospective commanding officers. *Albuquerque* resumed local operations out of her home port in December.

On 14 January 1986, the nuclear-powered submarine entered the yard at Electric Boat for a two-month restricted availability. In March, she turned to for local evolutions and alternated between that employment and upkeep in her home port until late



Albuquerque (SSN-706) underway at sea, her hull number prominently displayed on her sail. (NH 96646)

May. Between 19 May and 14 September, *Albuquerque* remained at sea engaged in an extended series of operations highlighted by port calls in Scotland and England. She returned home in mid-September and, after post-deployment standdown, voyaged to Exuma Sound late in October for sound trials. She returned to Groton briefly at the beginning of November but put to sea on the 4th to take part in two fleet exercises. Upkeep at New London took up the period between 24 November and 7 December and an ASW exercise consumed most of December. Holiday routine at New London occupied the last 11 days of 1986. As of the beginning of 1987, she was in port at New London.

Alcalda

A variant spelling of *alcalde*, a Spanish term designating an official usually serving as a mayor or a judge.

(Yacht: t. 77; l. 105'0"; b. 15'5"; dr. 6' (aft); s. 13.9 k.; cpl. 16; a. 1 3-pdr., 1 1-pdr., 2 Colt mg.; 1 Y-gun)

Alcalda (SP-630)—a yacht built in 1910 in New York at Port Jefferson on Long Island by I. M. Bayles & Sons—was acquired by the Navy on free lease from Mr. Farley Hopkins on 12 May 1917 though she was officially commissioned on the day before the transaction was completed. The vessel patrolled the waters of the 2d Naval District to prevent incursions by German U-boats and to locate any mines laid by either U-boats or surface raiders. *Alcalda* was returned to her owner on 11 January 1919, and her name was stricken from the Navy list on that same day.

Alcedo

The zoological name of the bird commonly known as the kingfisher. It is usually crested and brightly colored and has a short tail and a long, stout, sharp bill.

(Yacht: t. 981 (gross); l. 275'; b. 31'; dr. 16'4" (aft); s. 12 k.; cpl. 94; a. 4 3", 2 mg.)

Alcedo (SP-166)—a yacht built in 1895 at Glasgow, Scotland, by D. & W. Henderson & Co., Ltd.—was purchased by the Navy on 1 June 1917 from Mr. George W. C. Drexel of Philadelphia, Pa., and commissioned at New York on 28 July 1917, Lt. Comdr. William T. Conn, Jr., in command.

Assigned to the Patrol Force, *Alcedo* departed Newport, R.I.,

on 5 August 1917. Steaming via Newfoundland and the Azores, the yacht arrived at Brest, France, on the 30th. During her brief Navy career, the yacht conducted antisubmarine patrols and convoy-escort missions along the French coast. On two occasions, she rescued crew members of torpedoed merchantmen. On 17 October, the little warship picked up 118 men from the steamer *SS Antilles*. Twelve days later, she saved another 85 survivors from *SS Finland*.

On the afternoon of 4 November, *Alcedo* departed Quiberon Bay, France, with *Aphrodite* (SP-135), *Noma* (SP-131), and *Kanawha II* (SP-130) as the escort for a convoy composed of *SS Florence Luckenbach*, *SS Arctis*, and *SS Newport News* bound for Brest. At about 0145 the following morning, while the convoy was steaming some 75 miles west of Belle Ile, an *Alcedo* crewman reported sighting a surfaced U-boat. Almost instantaneously with the sounding of the alarm, the German submarine, *UC-71*, fired a single torpedo in a surface attack. (Some *Alcedo* records suggest that the U-boat submerged first, but the official German account confirms a surface attack.) *Alcedo* attempted to change course to evade the torpedo, but she answered her helm sluggishly. The torpedo struck the yacht on the port side well forward, and *Alcedo* began to settle fast. Soon after the hit, the ship's commanding officer ordered her abandoned; and she went down in eight minutes. The yacht lost one officer and 20 sailors in the action to both wounds and drowning. The remainder of her crew took to the boats in two separate groups. After a long time rowing, one group—which included the commanding officer—was picked up by a French torpedo boat. The other was towed to safety by French fishermen. *Alcedo*'s name was struck from the Navy list on 17 December 1917.

Alchemy

(AM-141: dp. 650; l. 184'6"; b. 33'0"; dr. 9'9"; s. 14.8 k.; cpl. 104; a. 1 3", 4 40mm.; cl. *Admirable*)

Alchemy (AM-141) was laid down on 8 June 1942 at Tampa, Fla., by the Tampa Shipbuilding Co.; sponsored by Mrs. W. E. Edgerton; and completed on 11 August 1943. On the same day that she was completed, *Alchemy* was turned over to the Soviet Navy under the terms of the lend-lease program. She served the Soviets as *T-114*, and they never returned her to the United States. *Alchemy* was carried on the American Navy list—as *MSF-141* after 7 February 1955—until struck on 1 January 1983.



Alcedo, August 1917, before she sailed for the war zone. (NH 57015)



Alchiba (AK-23) afire off Lunga Point, Guadalcanal. Her camouflage pattern is interesting in that it is a Measure 12 (modified) variation, with the colors (ocean gray and Navy blue) reversed—the darker color on top, thus defeating the whole purpose of the scheme! (USMC 66457)

Alchiba

A star—frequently spelled Al Chiba—in the constellation Carvi.

(AK-23: dp. 14,125; l. 459'1"; b. 63'; dr. 26'5"; s. 16.5 k.; cpl. 356; a. 1 5", 4 3", 4 .50-cal. mg.; cl. *Arcturus*; T. C2)

Mormacdoe was laid down under a Maritime-Commission contract (MC hull 21) on 15 August 1938 at Chester, Pa., by the Sun Shipbuilding & Drydock Co.; launched on 6 July 1939; sponsored by Miss Alice W. Clement; owned by operated by the Moore-McCormack Lines; acquired by the Navy on 2 June 1941; re-named *Alchiba* the next day and simultaneously designated AK-23; converted by the Boston Navy Yard for naval service as a cargo ship; and placed in commission at Boston on 15 June 1941, Comdr. Allen P. Mullinix in command.

Alchiba was assigned to the Naval Transportation Service and sailed to Charleston, S.C., for shakedown training. She then carried out training exercises along the east coast through early October and sailed—via Quonset Point, R.I.—for Halifax, Nova Scotia, to take on cargo and personnel for transportation to Iceland. She departed Halifax on 22 October and reached Reykjavik, Iceland, on 31 November. The vessel discharged cargo there before sailing back to the United States. She reached New York City on 26 December, was briefly drydocked there for repairs, and got underway again on 11 January 1942.

The ship arrived at Charleston—via Norfolk, Va.—on the 19th, took on supplies and equipment destined for the Pacific theater, and set sail on 27 January. She transited the Panama Canal on 2 February; joined the Base Force, Pacific Fleet; and continued on to the Society Islands. *Alchiba* reached Bora Bora on the 17th and began discharging her cargo. She departed that port on 14 March and shaped a course for Chile. She reached Antofagasta, Chile, on 29 March and took on a load of ingot and electrolytic copper. After transiting the Panama Canal on 8 April, the cargo ship arrived back in New York City on 19 April and unloaded her cargo.

One week later, *Alchiba* moved to Charleston and underwent a period of repairs and alterations. She resumed duty late in May and sailed for Hampton Roads to take on cargo and personnel destined for service in the South Pacific. The ship then got underway on 10 June, transited the Panama Canal on the 17th, and reached Wellington, New Zealand, on 11 July.

The vessel was assigned to Amphibious Force, Pacific Fleet, and became a member of Transport Division 10. On 22 July, she sailed for Koro Island, Fiji Islands, to participate in amphibious landing exercises—the rehearsal for the first American assault landing in the Pacific theater. Upon completing this training, she

embarked marines and filled her holds with ammunition, amphibious tractors, gasoline, and general supplies and got underway for operations in the Solomon Islands. The vessel arrived off Guadalcanal on 7 August, disembarked her troops, unloaded her cargo, and left the Solomons two days later, bound for New Caledonia. After her arrival at Noumea on the 13th, the ship loaded on more cargo and, nine days later, commenced a voyage which took her to Pago Pago, American Samoa; Tongatabu, Tonga Islands; and Espiritu Santo, New Hebrides.

Alchiba returned to Guadalcanal on 18 September. After unloading cargo to support marines struggling for that island, she sailed back to New Caledonia for more supplies and returned to Guadalcanal on 1 November. During November the ship shuttled supplies and personnel between Guadalcanal and Tulagi. She was anchored off Lunga Point at 0616 on 28 November, when two torpedoes from the Japanese submarine *I-16* exploded on the vessel's port side. At that time, her hold was loaded with drums of gasoline and ammunition, and the resulting explosion shot flames 150 feet in the air. The commanding officer ordered the ship to get underway to run her up on the beach. This action undoubtedly saved the ship. Hungry flames raged in the ship for over five days before weary fire fighting parties finally brought them under control.

Salvage operations began soon thereafter. Most of her cargo was saved, and temporary repairs were in progress when *Alchiba* was torpedoed again on 7 December. An enemy submarine's conning tower had been spotted shortly before two torpedoes were fired. One passed close under the cargo ship's stern, but the other struck her port side near the engine room. The blast killed three men, wounded six others, and caused considerable structural damage. Once the fires and flooding were controlled, salvage operations resumed and enabled the ship to get underway for Tulagi on 27 December 1942. *Alchiba* remained there through 18 January 1943. On that day, she was moved to Espiritu Santo for further repair work. While at that island, the ship was redesignated AKA-6 on 1 February. She left Espiritu Santo on 6 May, bound for the west coast of the United States, and entered the Mare Island Navy Yard, Vallejo, Calif., on 2 June.

Her refurbishing there lasted until early August when she conducted sea trials off the California coast before sailing on 13 August for Port Hueneme, Calif., to take on cargo. Six days later, she headed for the South Pacific to continue her service providing logistics support for Allied fighting men. She made runs to New Caledonia and Guadalcanal and in mid-November, participated in the landings on Bougainville. *Alchiba* continued her supply duties in the Solomon Islands and New Caledonia through late March 1944. On the 25th, the ship began a voyage via Pearl Harbor back to the west coast of the United States.

On 30 May, *Alchiba* entered the Moore Drydock Co., Oakland,

Calif., to undergo extensive alterations and repairs. The work was completed late in August, and the cargo ship got underway for sea trials in San Francisco Bay. Engine trouble developed during these tests, and the ship returned to the yard on 1 September for further repairs. She took on cargo at the Hunters Point Navy Yard on the 22d and sailed once again for Espiritu Santo.

While en route, the ship experienced more engine problems, but she reached her destination on 9 October and commenced repair work. This process continued until early November, when the vessel shaped a course back to San Francisco. She arrived at the Mare Island Navy Yard, Vallejo, Calif., on the 29th and underwent extensive repairs to her main engine.

On 24 February 1945, *Alchiba* commenced sea trials but was forced to return to Mare Island two days later for still more work. Two weeks later, the ship sailed to Morehaven, Calif., to load cargo and got underway on 20 March for Pearl Harbor. During the run to Hawaii, the engines continued to give trouble, and *Alchiba* returned to San Francisco for further repairs, this time by the General Engineering & Drydock Corp.

The cargo ship left the shipyard on 3 June; sailed to the Naval Supply Depot, Oakland, Calif.; took on cargo there; and put to sea on the 15th, bound for Ulithi. While she was en route there, her destination was changed to Pearl Harbor because of still more engine trouble. Upon her arrival at Hawaii on the 24th, repair work was resumed. The ship sailed again on 8 July for Eniwetok, Marshall Islands; Ulithi, Caroline Islands; Guam, Mariana Islands; and Manila, Philippines. The end of World War II in mid-August found *Alchiba* in port at Ulithi unloading cargo. She remained on duty in the western Pacific through 26 October, when she was ordered back to the United States.

Alchiba arrived at San Francisco on 19 November. Eight days later, she began a voyage to the east coast, transited the Panama Canal on 10 December, and sailed for Norfolk where she arrived on the 18th. Preparations for her deactivation then began. The ship was decommissioned at Portsmouth, Va., on 14 January 1946; and her name was struck from the Navy list on 25 February 1946. She was transferred on 19 July 1946 to the Maritime Commission for disposal. She was sold in 1948 and refitted for merchant service.

Alchiba won three battle stars for her World War II service, and was awarded a Presidential Unit Citation for her service at Guadalcanal from August through December 1942.

Charles S. Winsor—an N3-S-A2-type freighter launched under a Maritime Commission contract (MC hull 2597) on 29 May 1945 at Decatur, Ala., by the Ingalls Shipbuilding Corp.—was acquired by the Navy from the Army on 12 June 1951 and renamed *Alchiba* (AK-261). That same day, she was loaned to the Republic of Korea. The cargo ship served Korea until early in 1960 when she was returned to the United States Navy. Her name was struck from the Navy list on 1 February 1960, and she was sold to Hong Kong Rolling Mills, Ltd., on 27 June 1960 for scrapping.

Alcona

A county in eastern Michigan fronting on the western shore of Lake Huron.

(AK-157: dp. 7,125 (tl.); l. 338'6"; b. 50'0"; dr. 21'1" (lim.); s. 11.5 k.; cpl. 85; a. 1 3", 6 20mm.; cl. *Alamosa*; T. C1-M-AV1)

Alcona (AK-157) was laid down as the unnamed Maritime Commission contract hull (MC hull 2102) on 27 November 1943 at Richmond, Calif., by the Kaiser Shipbuilding Co.; named *Alcona* by the Navy and designated AK-157 on 25 February 1944; launched on 9 May 1944; and sponsored by Mrs. Morris Chamberlain of Oakland, Calif.; transferred there by the Maritime Commission to the Navy on 15 September 1944; and commissioned the same day, Lt. Lester J. Lavine, USNR, in command. *Alcona* then shifted to the Mare Island Navy Yard, Vallejo, Calif., to be fitted out.

Following shakedown training out of San Pedro, Calif., *Alcona* reported, by despatch, for duty with Service Squadron 7 on 22 October 1944—the same day that she sailed for San Francisco. Arriving there on the 23d, the cargo ship took on board cargo

and got underway on the last day of October to commence operations supplying American advanced bases in New Guinea and, later, in the Philippines—operations which would keep her occupied for the rest of the war.

Pausing briefly at Pearl Harbor on 10 and 11 November, *Alcona* then continued, via Finschhafen, New Guinea, to Manus where she arrived on 29 November. After discharging her cargo, *Alcona* then proceeded via Hollandia, New Guinea, to Mios Woendi, in the Padaido Islands, where she spent Christmas before getting underway on 27 December for Australia.

Alcona reached Brisbane, Australia, on 4 January 1945 and loaded cargo there until the 10th when she weighed anchor to head for the advanced base at Milne Bay, New Guinea. Upon emptying her hold there and at Finschhafen, the cargo ship then proceeded to Torokina, Bougainville, in the Solomons, to pick up a mine unit for transportation to the Philippines. Arriving at Cape Torokina on 27 January, the ship got underway, via Hollandia, for Leyte the following morning and arrived at San Pedro Bay, Leyte, on 12 February.

Underway for Manus on the 24th, *Alcona* arrived in the Admiralties on 3 March and loaded cargo there before getting underway for Brisbane on the 11th. Although a typhoon hindered the ship's passage, she reached her destination without mishap on the 18th. Subsequently, *Alcona* returned to the Philippines and entered Manila Bay on 24 April. En route back, she touched at Seeadler Harbor, Manus, and Humboldt Bay, New Guinea, before reaching Hollandia to reload. Upon arrival back in the Philippines, *Alcona* discharged her cargo into tank landing craft (LCT's) off the former American naval base at Cavite. After discharging more cargo at Subic Bay on 17 May; at Guisan, Samar, the same day, and at San Pedro Bay, *Alcona* visited Brisbane for the third time, in mid-June.

Alcona had transported another consignment of cargo to the Philippines by mid-July and had completed her task at Subic Bay by 8 August, two days after the first atomic bomb had been dropped on the city of Hiroshima. Underway for Samar on the 12th, *Alcona* arrived three days later and was lying at anchor off Samar the day that Japan capitulated, 15 August 1945.

Alcona conducted another voyage from Brisbane to the Philippines and then, after undergoing repairs in the advanced base sectional floating drydock *ABSD-5*, proceeded to Samar on 12 November. The cargo ship remained there until she sailed for Panama on 19 January 1946. Reaching Balboa on 3 March, *Alcona* entered the Panama Canal that afternoon and reached Cristobal, on the Atlantic side of the isthmus, at 2340. Underway for Norfolk on the morning of 7 March, *Alcona* proceeded toward her destination until rerouted to New York on the 12th. She anchored in Gravesend Bay, N.Y., on the 16th but got underway for Bayonne, N.J., 10 days later. The cargo ship reached the wharf at the naval base annex there that afternoon.

After discharging cargo brought from the Pacific and loading new cargo, *Alcona* got underway for Norfolk on the morning of 13 April and anchored in Hampton Roads the following morning. Underway at 1405 on the 19th, the ship reached Pier 4, Berth 42, Naval Operating Base (NOB), Norfolk, Va., at 1445 to discharge cargo. Securing from all cargo operations on the afternoon of the 24th, she steamed out into Hampton Roads and anchored until the morning of 1 May, when she got underway for Boston, Mass.

Initially, it had been planned to decommission *Alcona* at Norfolk so that she might be returned to the War Shipping Administration and laid up in the James River to await further disposition. However, on 18 April 1946, Capt. Richard H. Cruzen, prospective commanding officer of an Arctic exercise, codenamed "Nanook", requested that *Alcona* be assigned to his task force. The approval of his request prolonged the ship's naval career; and, on 27 April, the Chief of Naval Operations ordered her assigned to "Nanook."

Alcona arrived at Boston shortly before noon on 3 May and moored alongside the destroyer, *Willard Keith* (DD-775). Five days later, Capt. Robert J. Esslinger (who had won a Navy Cross in *Kearny* (DD-432) and a Silver Star for command of *Sproston* (DD-577) off Okinawa in 1945) relieved Lt. Comdr. H. D. Byington, USNR, in command.

Initially, "Nanook" had been conceived as a small operation involving only an ice-strengthened rescue tug (ATR) and an icebreaker. Later, however, as the scope of operations expanded to encompass the establishment of advanced weather stations in the Canadian Arctic and in Greenland, it became evident that an increased lift capability was called for.

For the remainder of May and into June, *Alcona* was prepared at the Boston Navy Yard for her "Arctic service of indefinite duration." Following her sea trials on 25 June, *Alcona* moored at Castle Island, in Boston Harbor, for final preparations. During her time at Boston, Task Force (TF) 68—consisting of *Norton Sound* (AV-11), *Northwind* (WAGB-282), *Alcona*, *Beltrami* (AK-162), *Atule* (SS-403), and *Whitewood* (AG-129)—was activated on 15 June for "Nanook."

As "Nanook" began, *Northwind*, *Whitewood*, and *Atule* proceeded north in mid-July, followed shortly thereafter by *Norton Sound* and *Beltrami*. Finally, after being held at Boston to load delayed supplies for the Weather Bureau, *Alcona*—the last ship of the "Nanook" force to get underway—sailed at 1310 on 18 July for Greenland. Task Force 68 was now at sea; and, as Capt. Cruzen later reported, "... an unusual force it was, too: one seaplane tender, one icebreaker, one submarine, one net tender converted into an icebreaker, and two cargo vessels." Eight days later, as *Alcona* was steaming across Baffin Bay, she received orders to proceed to Thule, unescorted. Favorable ice conditions and good visibility made the passage possible and enabled *Alcona* to anchor in North Star Bay, off Thule, at 1928 on 27 July.

Despite the descent of a dense, pea-soup fog that hampered the operation of boats to transfer cargo ashore and, later, a brisk 35-knot offshore breeze, *Alcona's* discharge of cargo and heavy equipment proceeded apace and made it possible for the Army's 1887th Engineer Aviation Battalion to commence work on the 4,000-foot airstrip planned for Thule. Meanwhile, *Alcona's* Capt. Esslinger was proving to be an able diplomat, smoothing the waters disturbed by the American "landings" on Greenland's soil. Esslinger's tact and diplomacy encouraged cordial relations with the people of the gigantic island and convinced them that there was no cause for alarm.

Alcona completed unloading by 19 August, and the Weather Bureau personnel who had been embarked soon took up quarters ashore. The construction work had proceeded well by that time; and, on 28 August, Capt. Esslinger reported to the task force commander that 2,800 feet of runway had been completed and that the field could now take C-47 traffic, estimating that the field would be complete by mid-September. On the 22d, *Alcona* had helped cement American-Danish ties when the Danish Navy surveying tender *Ternan* ran aground on the rocks at the entrance to North Star Bay at 0325. One of the cargo ships' landing craft, an LCM, pulled *Ternan* off without difficulty. Soon thereafter, the Army construction crews, together with members of the small Navy construction battalion (CB) detachment, helped Danish carpenters in moving cement and lumber from Thule to the building site nearby.

Ternan, apparently in North Star Bay to ascertain American intentions in the area, found nothing "out of order" in the activities going on there and departed North Star Bay shortly after mid-day on 24 August. However, a bit before midnight, lookouts sighted *Ternan* preparing to reenter North Star Bay. She soon ran aground again; and a boat arrived alongside *Alcona*, bringing a Danish lieutenant who requested a doctor and a pharmacist's mate to help a wounded Danish seaman who had suffered a 12-gauge shotgun wound in the head. Brought on board for treatment, the seaman immediately underwent an emergency operation on board *Alcona* and responded well to the surgery. The cargo ship's doctor then told the Danish vessel's commanding officer, a Comdr. Tegner, that the man could not be moved for at least four days. When Tegner remonstrated that he had to return to Godthaab posthaste, Capt. Esslinger assured the Danish officer that if no other means of transportation could be provided, *Alcona* would return the man to Godthaab or to any other convenient Greenland port while en route to the United States. The Danish commander accepted Esslinger's offer gratefully.

However, toward the end of August, ice conditions around Thule harbor became a grave concern while *Alcona* was underway for soundings on 31 August and on 2 and 4 September. After the arrival of the Coast Guard cutter *Evergreen* on 2 September, *Alcona* assisted in unloading cargo and disembarking Danish weathermen from her and, with the American airstrip and weather station nearing completion, began reloading excess equipment and cargo handling machinery for return to Boston.

With the airstrip finished 10 days ahead of schedule, *Alcona* was ready for sea by 6 September but remained at North Star Bay to be able to assist the Danish schooner *North Star*, slated to arrive within days. Fortunately, *Alcona* was not forced to tarry

long, for the awaited *North Star* reached Thule on schedule. The cargo ship immediately turned to to help unload weather station equipment and building materials, completing the task by noon on 10 September.

Underway in company with *Northwind* at 1300 on the 10th, both ships stood clear of the fjord, and headed south. The "Nanook" historian recorded the scene graphically: "The weather was fine—very clear and only a wisp of breeze. Very fittingly for our last look at the northward, the whole area from the mouth of North Star Bay to several miles down Melville Bay was cluttered with thousands of big icebergs. Sparkling in the sunlight they were a striking sight."

Three hours after their departure, the two ships parted company, *Alcona* proceeding to Arsuk Fjord to disembark the wounded, but recovering, Danish seaman. En route, however, the cargo ship ran into a severe storm that swept across Davis Strait on 12 September. Fortunately, she suffered the least of the three ships caught in the gale—*Whitewood* was forced to heave to in heavy seas for 36 hours in winds that sometimes reached 55 knots; *Northwind* rolled and pitched, giving all hands a rough ride. Although the storm put *Alcona* a day behind her schedule, she reached Arsuk Fjord without mishap on 15 September and that morning transferred Quartermaster Richard B. Anderson, Royal Danish Navy, to USCGC *Sorrell*, off Simiutak Island. A Danish surgeon subsequently sent a dispatch to the Navy expressing his appreciation for the "outstanding brain surgery and exceptional medical job performed" by *Alcona's* doctor.

Ultimately, *Alcona* reached President Roads, Boston, early in the evening of 20 September, the last ship of "Nanook" to return home.

Departing Boston to load cargo at Bayonne between 15 and 18 October 1946, *Alcona* sailed for Argentina, Newfoundland, and arrived there on the 22d. The ship made another voyage to Greenland, discharging cargo at Narsarsuaq (12 to 20 December) and Grondal (21 to 23 December), and then spent Christmas of 1946 at sea, bound for Argentina, which she reached on the 29th. She subsequently got underway for Bayonne on New Year's Day, 1947.

After a brief stint of repairs at Norfolk, *Alcona* returned to the familiar waters of Bayonne and New York City in late January 1947. From Bayonne, she carried out a busy schedule of cargo-carrying operations as a unit of the Atlantic Fleet's Service Force through the summer of 1947, numbering Argentina; St. John's, Newfoundland; Bermuda; San Juan, Puerto Rico; and Guantanamo Bay as her ports of call. Interspersed were voyage repairs at Boston or Bayonne and a tender availability alongside the repair ship *Vulcan* (AR-5) at Newport (3 to 20 June 1947).

That fall, she suffered the only mishap of her career. Underway on 22 October 1947 from the Naval Ammunition Depot at Leonardo, N.J., the ship reached the Naval Supply Depot, Norfolk, on the evening of the 23d and then shifted to an anchorage where, between 1000 and 1453 on 24 October, she took on board a cargo of ammunition from an ammunition lighter moored alongside.

Underway shortly after noon on the following day, *Alcona* was proceeding to San Juan, Puerto Rico, when, at 0140, she collided with the Pacific Tanker's line vessel, SS *York*. The two ships struck bow to bow at about a 60-degree angle.

Alcona sounded the general alarm. The ships soon parted but then struck again, the unidentified ship's stern scraping the cargo vessel's starboard quarter. *Alcona's* executive officer promptly reported to the bridge that the ship's starboard bow had been torn leaving a hole from frame four port to frame nine, between the first and second decks, and that the starboard anchor was missing.

York reported a large hole in her port bow just aft of the anchor and that the damage extended below her waterline. Her stern was also badly dented. *Alcona* asked if the latter required assistance, but the merchantman's master replied that his ship was seaworthy and would proceed to New York unless *Alcona* required help. About 0323, "after determining that the extent of damage was such that it was safe to proceed," *Alcona* moved slowly ahead, shaping course for Norfolk, with a watch on the foc'sle to take soundings in the ship's number one hold every 15 minutes. Survey parties had found that the ammunition cargo—except for two bombs which had gone adrift—was safe. A chief boatswain's mate and a working party soon secured the wayward bombs. At 1709 that evening, *Alcona* moored at NOB, Norfolk, at the naval supply depot.

After repairs at the Norfolk Naval Shipyard that included a drydocking from 5 to 26 November, *Alcona* got underway for Charleston, S.C., on 29 November and entered the navy yard at that port on 1 December. The ship underwent further repairs there that lasted into March 1948. She then conducted her first transatlantic cargo-carrying voyage, getting underway from Norfolk on the afternoon of 25 March 1948. During the course of her cruise, she touched at Valetta, Malta (14 to 19 April); Port Miseno, Italy (20 to 22 April); and Naples, Italy (22 to 24 April); before calling at Casablanca, French Morocco (29 to 5 May), on the voyage back to Norfolk, Va., which she reached on 18 May.

Departing Norfolk in 6 July after operating locally in the waters of the Tidewater area, *Alcona* sailed for Earle, N.J., reaching that destination the following day to load a cargo of explosives and pyrotechnic materials. Sailing on 30 July, *Alcona* subsequently discharged her cargo at Trinidad, British West Indies (8 to 28 August); and at Coco Solo (17 to 25 September), before arriving back at Leonardo, N.J., on 3 October. The ship made one more voyage, from Leonardo to Argentina and discharged her cargo from 29 November to 7 December. Returning to Norfolk on 13 December, *Alcona* spent the remainder of 1948 in that port.

Over the following years, *Alcona's* routine varied little from what had gone before. Besides ranging from Bermuda to Argentina and from Guantanamo Bay to the Panama Canal Zone, she made a second transatlantic voyage to carry cargo to Casablanca in the autumn of 1950. During the nine years that the ship operated in the Atlantic, she made over 40 round-trip voyages with cargo to support fleet operations from Thule to Trinidad and from Argentina to Eleuthera.

On 14 January 1955, her long postponed inactivation was finally ordered to commence "on or about" the last day of January. Subsequently arriving at the Charleston Naval Shipyard, *Alcona* was placed in reserve (in commission), on 4 February 1955; decommissioned on 6 May 1955; and placed in the Charleston Group, Atlantic Reserve Fleet. Struck from the Naval Vessel Register on 1 April 1960, *Alcona* was turned over to the Maritime Administration and sold for scrap later that year.

Alcor

A star in the constellation Ursa Major.

I

(AG-34: dp. 12,250; l. 445'; b. 60'; dr. 25'8"; s. 16.5 k.; cpl. 734; a. 4 3", 2 40mm., 8 20mm.; cl. *Alcor*)

Dixie was built in 1928 at Kearny, N. J., by the Federal Shipbuilding & Dry Dock Co.; owned and operated by the Southern Pacific Steamship Lines (Morgan Line); renamed *Alcor* by the Navy on 13 February 1941; formally purchased by the Navy from her owner on 3 March 1941; converted for naval service at Baltimore, Md., by the Bethlehem Steel Company's Key Highway plant; and commissioned as *Alcor* (AG-34) on 4 September 1941, Comdr. Edward A. Mitchell in command.

The ship got underway on 7 December to sail to Casco Bay, Maine. After completing shakedown training, she shaped a course for Norfolk, Va., and, upon reaching that port on 19 December, became the flagship of Commander, Train, Atlantic Fleet. Reclassified a repair ship and redesignated AR-10 on 22 December 1941, *Alcor* began a tour of duty at Norfolk—repairing damage and making alterations to warships—that lasted for more than 30 months.

Her protracted sojourn at Norfolk came to an end on 4 July 1944 when the repair ship got underway for the New England coast. She reached Casco Bay, Maine, on 14 July and became the flagship of Commander, Destroyers, Atlantic Fleet. She remained in Casco Bay for the next five months making repairs for various ships of the fleet. While carrying out this assignment, her designation was changed to AD-34 on 6 November 1944.

In early January 1945, the destroyer tender left the east coast, bound for the Pacific. She transited the Panama Canal and joined the Pacific Fleet on 16 January. *Alcor* continued on to Hawaii and arrived at Pearl Harbor on 3 February. She provided tender services there until 4 June, when she sailed for the Philippine Islands. While en route, the vessel was diverted to Eniwetok. After a four-day layover for a special construction project, the

tender resumed her original course and arrived at Leyte on 26 June. There, she reported to Service Squadron 10 for duty and began repair work for various ships. During *Alcor's* service in the Philippines, Japan capitulated on 15 August 1945.

Alcor left Philippine waters on 14 September and headed for Okinawa. She reached Buckner Bay on the 18th and resumed her tender duties. She sailed for Japan on 28 February 1946. Her first stop was at Sasebo, where she carried out repair work through late March. *Alcor* then moved her operations to Yokosuka. The tender finished her tour there on 8 May, then shaped a course for the United States. After a pause en route at Pearl Harbor, the ship reached San Diego on 3 June. She sailed back through the Panama Canal and reached Norfolk on 22 June. Preparations were begun for her deactivation, and *Alcor* was decommissioned on 5 August 1946. The vessel was sold on 6 August 1946. Her name was struck from the Navy list on 28 August 1946. She was later scrapped in 1950.

II

(AK-259: dp. 11,540; l. 455'3"; b. 62'; dr. 28'6"; s. 17 k.; cpl. 145; a. 8 40mm.; cl. *Greenville Victory*)

The second *Alcor* (AK-259) was laid down under a Maritime Commission contract (MCV hull 101) on 28 February 1944 at Portland, Oreg., by the Oregon Shipbuilding Corp.; launched on 29 April as *SS Rockland Victory*; sponsored by Mrs. Thomas M. Jones, a citizen of Portland; operated for the Maritime Commission by a succession of contractors between 1944 and 1950; acquired by the Navy on 10 July 1951; converted for naval service by Ira S. Bushy and Sons, Inc., of Brooklyn, N. Y.; and commissioned on 1 March 1952, Comdr. Harry A. Long in command.

The cargo ship was assigned to the Service Force, Atlantic Fleet, and homeported in Norfolk. Between 1952 and August 1960, she made 19 deployments to the Mediterranean Sea to replenish the ships of the 6th Fleet. In addition to these voyages, the vessel made eight short cruises to the Caribbean for replenishment of bases and units there as well as for training and liberty.

Between August and November 1960, *Alcor* underwent two restricted availabilities at the Norfolk Naval Shipyard which altered the cargo ship to enable her to transport, monitor, and handle Polaris missiles and their parts. *Alcor* was designated resupply ship for fleet ballistic missile (FBM) submarines and tenders deployed overseas. Tests of her new capability were successfully conducted with training missiles alongside *Proteus* (AS-19) anchored five miles off Charleston in November 1960 and with the actual weapons alongside *Proteus* and *George Washington* (SSBN-598) at New London, Conn., in February 1961.

In March, *Alcor* got underway for her first of 15 resupply voyages to Holy Loch, Scotland, during the next four years in support of FBM operations. In 1962, her home port was changed to Charleston, S.C., to facilitate the loading of provisions and Polaris missiles for the tender deployed at Holy Loch. In April 1964, when the second overseas FBM resupply site was activated in Rota, Spain, she began operations replenishing the newly commissioned tender *Holland* (AS-32) based there and made six round trips during the first year.

From 1965 until 1968, *Alcor* continued to deploy to Rota and Holy Loch in support of the Polaris missile program. The cargo ship also delivered supplies where needed to units of the 2d and 6th Fleets and provided exercise and training services during Fleet operations in the Atlantic and Caribbean.

On 30 December 1968, *Alcor* was decommissioned at Charleston; and her name was struck from the Navy list on the following day. The cargo ship was sold to Lotti S.P.A., Italy, in January 1970 and scrapped.

Alcyone

Alcyone is the brightest star in the constellation Pleiades.

(AK-24: dp. 14,225; l. 459'1"; b. 63'; dr. 26'5"; s. 16.5 k.; cpl. 399; a. 1 5", 4 3"; cl. *Arcturus*; T. C2)

Mormacgull was laid down under a Maritime Commission contract (MC hull 30) on 12 January 1939 at Chester, Pa., by the Sun Shipbuilding & Drydock Co.; launched on 28 August 1939;

sponsored by Miss Barbara Ann Moore; owned and operated as a cargo vessel by the Moore-McCormack Lines; purchased by the Navy on 31 May 1941; renamed *Alcyone* and designated AK-24 on 3 June 1941; converted for naval service by the Boston Navy Yard; and placed in commission on 15 June 1941, Comdr. D. M. McGurl in command.

The cargo ship then reported for duty to Commander, Train, Atlantic Fleet. Following shakedown training, she departed New York City on 4 September and shaped a course for Iceland. The vessel arrived at Reykjavik on the 16th and began disembarking passengers and discharging cargo. Upon the completion of this task, she left Icelandic waters on 5 October, sailed southwestward across the Atlantic, and arrived at Charleston, S.C., on the 13th. After one month of voyage repairs, the ship moved, via Norfolk, Va., to New York City to take on cargo and sailed on 28 November for the Caribbean. Among her ports of call during the cruise were Guantanamo Bay, Cuba; Jamaica; San Juan and Vieques, Puerto Rico; St. Thomas, Virgin Islands; Antigua; and Trinidad before she arrived back at New York on 27 December.

During the first three months of 1942, *Alcyone* made two more voyages from New York and Norfolk to various points in the Caribbean. Among her assignments during these trips was the evacuation of civilians from Antigua to the United States. On one occasion, her convoy was attacked by German submarines. Although three consorts fell victim to torpedo attacks, *Alcyone* completed her trip unscathed and arrived back at Charleston on 12 April where she underwent availability.

Alcyone was assigned to the Naval Transportation Service on 1 June and set sail from Norfolk on the 10th in a convoy bound for New Zealand with troops and equipment of the 1st Marine Division which would land on Guadalcanal early in August. She transited the Panama Canal on 18 June, joined the Pacific Fleet, and reached Wellington on 11 July. After discharging her cargo, the ship moved to Auckland, New Zealand, to take on material for transportation to advanced bases in the Pacific.

Alcyone sailed independently from Auckland on 31 July and proceeded to Noumea, New Caledonia, and Espiritu Santo to distribute her cargo. Following these stops, she arrived at Sydney, Australia, on the 28th and underwent voyage repairs. On 8 September, the vessel left Australia; shaped a course for the west coast of the United States; and reached San Francisco, Calif., on 29 September. She then entered the Mare Island Navy Yard, Vallejo, Calif., for conversion to an attack cargo ship. During the yard work, three 30-ton booms, a boat repair shop, and additional berthing space were added. *Alcyone* was redesignated AKA-7 on 26 November and was reassigned to Amphibious Forces, Pacific Fleet.

The conversion work was completed early in November, and *Alcyone* departed San Francisco on the 6th. She was then involved in amphibious exercises and shakedown training off San Diego, Calif. The ship left California on 21 December and headed for the east coast of the United States. She retransited the Panama Canal on 2 March, arrived at the Charleston Navy Yard on the 9th, and underwent repairs for a month before sailing to Norfolk in mid-April.

Soon after reaching Norfolk, *Alcyone* began a period of training exercises in the Chesapeake Bay which lasted until early June. She sailed with Task Force 65 on the 8th for the Mediterranean. Her convoy repulsed several enemy attacks en route before arriving safely at Oran, Algeria, on 22 June. She took part in amphibious landing exercises and loaded her cargo holds in preparation for the upcoming assault on Sicily.

Alcyone got underway on 5 July; arrived off Scoglitti, Sicily, five days later; and began discharging her cargo despite rough seas and frequent enemy air harassment. She landed her equipment and troops with the loss of only a few small boats, left the area on the 13th, and arrived back at Oran on 16 July. From there, the vessel moved on to Norfolk, where she arrived on 3 August.

After a brief period in port, the attack cargo ship proceeded once again to the Pacific. She transited the Panama Canal on the last day of August and stopped at San Francisco before continuing on to Hawaii. *Alcyone* touched at Pearl Harbor on 30 September and participated in training exercises off Maui during October. She got underway on 10 November with Task Group (TG) 52.11 to participate in the invasion of Makin Island, Gilbert Islands. On the 20th, the vessel reached the transport area off that island and began unloading her cargo. Members of her crew also assisted other vessels in discharging their passengers and

supplies. Despite heavy enemy resistance, *Alcyone* successfully completed her operations and left the area on the 24th.

After a brief layover at Pearl Harbor, *Alcyone* continued on to San Diego, where she arrived on 19 December. She remained there through the Christmas holidays and sailed for Hawaii on 13 January 1944. Upon reaching Pearl Harbor, the ship made final preparations for the assault on Kwajalein. She sortied from Oahu on 22 January and reached the transport area off Kwajalein on the 31st. *Alcyone* unloaded her cargo and assisted in the landing of troops from other ships as well. Enemy shore fire and dangerous coral reefs somewhat delayed her operations, and *Alcyone* remained in the area until mid-February.

The cargo ship made a port call at Pearl Harbor before continuing on to the California coast. She reached San Pedro on 26 February and proceeded to a shipyard at Terminal Island for overhaul. A series of amphibious landing exercises followed the completion of the yard work, and *Alcyone* left the west coast on 18 April, bound for Hawaii. She reached Pearl Harbor and joined forces preparing to attack Guam in the Marianas.

The cargo ship anchored off that island on 22 July and commenced unloading operations. Upon completing this assignment, she got underway to return to Hawaii. She arrived at Pearl Harbor on 10 August and, shortly thereafter, entered drydock for minor repairs. The ship got underway again on 15 September and sailed to Manus, Admiralty Islands. After approximately a month of preparations and training, she sailed on 14 October as a member of TG 79.2, which was scheduled to begin the liberation of the Philippine Islands.

The attacking force reached waters off the beaches of Leyte on the 20th and began the landing operations that same day. *Alcyone* discharged her cargo while undergoing enemy air attack and mortar fire from shore batteries. She completed her unloading operations on the 22d and proceeded to Hollandia, New Guinea, to reprovision. On 14 November, the ship sailed for Leyte to resupply the beachhead which had been established there.

After unloading her cargo at Leyte, she retired to the Admiralties and reached Manus on the 24th. From that island, she moved to Cape Gloucester, New Britain, to take on units of the 40th Infantry Division. The ship carried these troops back to Manus, where she joined TG 79.4. On 16 December the group sailed to Huon Gulf, New Guinea, for a series of amphibious landing exercises. Upon their completion, the ships returned to Manus for final loadout prior to the invasion of Luzon, the largest island of the Philippines.

On the last day of 1944, *Alcyone* sortied with TG 79.4, for the assault on the Lingayen beaches which began on 9 January 1945. The task of unloading her cargo was made more difficult by rough seas, Japanese suicide boat attacks, and enemy air raids. *Alcyone* remained in the area for five days before she finished emptying her holds. On the 13th, she set a course for Leyte where she replenished her stores before returning to Luzon on the 29th with a small attacking force for a landing at Zambales. The assault was unopposed, and operations were completed on 31 January.

Alcyone left Philippine waters on 11 February, bound for the United States. She made port calls at Manus and at Pearl Harbor before reaching San Francisco on 12 March. The ship then entered the Moore Drydock Co., Oakland, Calif., for overhaul. During this yard period, her kingposts were replaced by quadruped masts, her troop berths were removed, and temporary cargo storage cages were installed.

Upon completion of the yard work on 2 June, the ship was assigned to Service Forces, Pacific Fleet. On the 8th, *Alcyone* was routed to Seattle, Wash., for loading. She departed Seattle on 21 June and shaped a course for Ulithi. After pausing there briefly on 9 July, she got underway to rendezvous with logistic support ships provisioning the warships of the Fast Carrier Task Force in waters off the Japanese home islands.

Alcyone completed unloading at sea on 2 August and set sail for Guam to replenish. While the ship was in the Marianas, Japan capitulated. *Alcyone* rejoined the logistics group on 23 August; and, three days later, she and her consorts entered Tokyo Bay. After unloading, *Alcyone* left Japan and returned to Guam to take on more cargo and supplies. She arrived back in Tokyo Bay on 1 October and began replenishing ships of the occupation forces.

Alcyone remained in Japanese waters through early March 1946. She shuttled supplies and equipment among the ports of

Yokosuka, Ominato, Aomori, Otaru, Wakayama, Sasebo, and Kure. The ship departed Yokosuka on 11 March and headed back to the United States. She arrived at San Francisco on 29 March and began a period of upkeep. On 15 May, the vessel proceeded to San Diego where she remained for two weeks. *Alcyone* continued sailing southward and transited the Panama Canal on 9 June. Five days later, she made port at Norfolk, Va.

Preparations to deactivate the ship soon began. *Alcyone* was decommissioned at the Norfolk Navy Yard, Portsmouth, Va., on 23 July 1946 and was transferred to the War Shipping Administration on 24 July 1946 for disposal. Her name was struck from the Navy list on 15 August 1946. She was sold later that same year and was refitted for service as a merchant vessel.

Alcyone earned eight battle stars for her World War II service.

FS-195 was acquired from the Army on 8 December 1951. She was named *Alcyone*, designated AKL-37, and was transferred to the Republic of Korea on 12 December 1951. The ship served Korea until early in 1960 when—while still in the Orient—she was returned to the custody of the American Navy. Her name was struck from the Navy list on 1 February 1960, and she was sold to Hong Kong Rolling Mills, Ltd., in June 1960 for scrapping.

Aldebaran

A star of the first magnitude in the constellation Taurus.

(AF-10: dp. 13,910 (tl.); l. 459'3"; b. 63'0"; dr. 25'10" (lim.); s. 16.4 k. (tl.); cpl. 287; a. 1 5", 4 3"; cl. *Aldebaran*; T. C2)

SS Stag Hound was laid down on 28 November 1938 at Newport News, Va., by the Newport News Shipbuilding & Drydock Co. under a Maritime Commission contract (MC hull 27); launched on 21 June 1939; sponsored by Mrs. Martha Macy Hill; and delivered to the Grace Lines on 4 December 1939. The cargo ship served that shipping firm for a year before the Navy purchased her on 22 December 1940. Renamed *Aldebaran*, classified a stores ship, and designated AF-10, she was placed in commission, in ordinary, on 26 December 1940. Comdr. Royal Abbott assumed command on 10 January 1941, and *Aldebaran* was placed in full commission at San Francisco on 14 January 1941.

The stores ship embarked upon her first Navy mission on 26 January, departing from San Francisco on a round-trip voyage via Pearl Harbor to Pago Pago, Samoa. Following her maiden mission for the Navy, *Aldebaran* remained at San Francisco until 29 March when she put to sea with a cargo bound for Hawaii. The ship made a seven-day layover at Pearl Harbor between 5 and 12 April and returned to San Francisco on the 18th. Upon her arrival back on the west coast, she entered a civilian drydock at Oakland, Calif., to begin conversion to a fleet provisioning ship. Major modifications were completed by 21 October, and finishing touches were added over the next three weeks. On 14 November, *Aldebaran* departed San Francisco on her way to San Diego. Following a three-day stay at that port between 16 and 19 November, she got underway for Hawaii. The ship discharged cargo at Pearl Harbor during the last six days of November and, after an overnight stop at Maui, headed back to the west coast on 1 December. *Aldebaran* arrived at San Francisco on the 6th. On the following morning, the Japanese attacked Pearl Harbor and plunged the United States into World War II.

The ship embarked upon her first wartime voyage on 17 December. Over the next six months, *Aldebaran* completed four round-trip runs carrying provisions and passengers between San Francisco and Hawaii. She concluded the fourth of those Pearl Harbor shuttle assignments at San Francisco on 6 June 1942.

Her next assignment took the ship beyond Hawaii to the South Pacific. She stood out of San Francisco on 23 June, stopped at Pearl Harbor early in July, and then spent the remainder of the summer of 1942 making calls at ports on the South Pacific circuit. *Aldebaran* visited Samoa, Tongatabu, New Caledonia, and Espiritu Santo before returning to San Francisco on 23 September.

That first wartime series of port calls in the South Pacific established a pattern of operations for her that endured through the next 20 months. *Aldebaran* loaded cargo at San Francisco and then embarked upon long, circuitous voyages that took her back to New Caledonia, Samoa, and Espiritu Santo. New places

also cropped up on her itinerary—Havannah Harbor at Efate, and Purvis Bay, Tulagi, and Guadalcanal in the Solomon Islands. She then returned to San Francisco at the conclusion of all but the last of those long resupply missions.

In May 1944, during the run back to the west coast from Espiritu Santo, *Aldebaran* was diverted to Hawaii to load cargo bound for the Central Pacific. She arrived in Pearl Harbor on 24 May, took on her cargo, and returned to sea on the 29th. The ship entered Kwajalein Atoll in the Marshall Islands on 5 June and spent six days issuing fresh and frozen provisions to ships about to assault the Mariana Islands. She headed back to Pearl Harbor on 12 June and stood into that port on the 18th. *Aldebaran* spent the next nine months carrying provisions to ships at forward bases in the Marshalls and Carolines. Her most frequent ports of call were Eniwetok in the Marshalls and Ulithi in the Carolines; however, she made one visit each to Kwajalein in the Marshalls, Manus in the Admiralty Islands, and Guam in the Marianas. At the conclusion of each supply mission, she returned to either Pearl Harbor or San Francisco to load additional cargo.

On 29 March 1945, *Aldebaran* arrived in San Francisco to complete the last of her resupply missions to ships in the anchorages in the Central Pacific atolls. On 10 April, she departed San Francisco for Pearl Harbor where she spent the period 16 to 21 April fitting out for a new mission, replenishing the fast carriers and their screens at sea. *Aldebaran* stood out of Pearl Harbor on the 21st and arrived in Ulithi on 2 May. There, she reported for duty with Task Unit (TU) 50.8.5, part of the underway replenishment group. She departed Ulithi in company with TU 50.8.5 on May and joined the rest of Task Group (TG) 50.8 at sea. The stores ship spent about five weeks at sea replenishing the warships engaged in the Okinawa campaign before putting in at Guam on 13 June to reload. For the remaining two months of hostilities, *Aldebaran* provided logistics support for the carrier task groups making air strikes on the Japanese home islands, returning periodically to either Guam or Ulithi to restock her larder.

Hostilities ceased on 15 August 1945, but *Aldebaran* continued replenishment-at-sea operations during the initial stages of the occupation of Japan. She was present to Tokyo Bay on 2 September 1945 when Japanese officials signed the surrender document on board *Missouri* (BB-63). For the remainder of 1945, *Aldebaran* provided logistics support for forces occupying Japan and her former conquests. On 17 January 1946, the stores ship departed Taku, China, on her way back to the United States. She arrived in Seattle, Wash., on 31 January and entered the Puget Sound Naval Shipyard a week later for a two-month repair period.

Aldebaran returned to Seattle on 6 April and began preparations for her last voyage to the Far East. On 22 April, she put to sea bound for Japan. The ship reached Yokosuka on 8 May and, from there, continued on to Tsingtao, China, and Okinawa. On 15 June, *Aldebaran* departed Okinawa to return to the United States. Her ultimate destination was the east coast. After a stop at San Pedro, Calif., she resumed her voyage, transited the Panama Canal, and arrived at Bayonne, N.J., on 18 July.

After a voyage to North Africa and western Europe in August and September, *Aldebaran* settled into a routine of operations along the east coast punctuated by voyages to the West Indies to provide logistics support to bases and ships in that region and to participate in exercises. Such pursuits occupied her time for almost 19 months, until the beginning of June 1948. On the 4th, she stood out of Chesapeake Bay to embark upon the first of many missions to the Mediterranean Sea.

For the next two decades, *Aldebaran* alternated between assignments to the Mediterranean Sea and operations in the western Atlantic. Unlike most other ships attached to the 6th Fleet, she did not normally serve extended periods of time in the Mediterranean. Instead, her cruises tended to be about six to ten weeks in duration, and she generally made two or three of them a year. She would remain in the Mediterranean as long as she retained a sufficient stock of provisions for issue. When those stocks began to run low, *Aldebaran* returned to the United States. Turnaround time at home varied. Scheduled overhauls meant extended periods in the United States. In addition, other resupply missions, such as to forces operating in the West Indies, replaced voyages to the Mediterranean on her schedule. Occasional interludes in northern European waters also varied *Aldebaran's* itinerary.

Twice during her postwar career, *Aldebaran* participated in

operations for which she received the Armed Forces Expeditionary Medal. During the summer of 1958, the United States landed marines in Lebanon to help restore domestic order in that country. The stores ship got underway from Norfolk just four days after the landings to provide logistics services to the ships supporting those troops. Four years later, in the fall of 1962, President John F. Kennedy surrounded the island of Cuba with a cordon of warships to stop the flow of Soviet missiles to that island and to force the removal of those already in place. *Aldebaran's* at-sea replenishment capabilities helped those ships maintain a constant vigil thereby contributing to the successful conclusion of the matter.

Aldebaran continued her active service to United States naval forces in the Mediterranean Sea and in the West Indies until mid-1968. On 28 June 1968, she was placed out of commission at Norfolk. Four months later, on 29 October, *Aldebaran* was transferred to the Maritime Administration to be berthed with the National Defense Reserve Fleet at James River, Va. That transfer was made permanent on 30 June 1969. *Aldebaran's* name was struck from the Navy list on 1 June 1973, and she was sold on 14 November 1974 to Andy International, Brownsville, Tex., for scrapping.

Aldebaran was awarded two battle stars during World War II.

Alden

James Alden, Jr.—born on 31 March 1810 in Portland, Maine, and a direct descendent of John Alden, a *Mayflower* pilgrim—was appointed midshipman on 1 April 1828 and spent the initial years of his naval career ashore at the Naval Station, Boston, before he served in the Mediterranean squadron on board the sloop of war *John Adams*. Promoted to passed midshipman on 14 June 1834, Alden then served at the Boston Navy Yard until he was assigned to the exploring expedition under Lt. Charles Wilkes. During the course of this voyage (1838–1842), the officers and men of the expedition were transferred freely from one vessel to another, Alden—promoted to lieutenant on 25 February 1841—concluding the cruise as executive officer of the sloop *Porpoise*. He saw action at Malolo, in the Fiji Islands, on 26 July 1840, in the punitive expedition against the tribe which had mur-

dered Lt. Joseph Underwood and Midshipman Wilkes Henry, the latter a nephew of the expedition's leader, two days before.

After another tour of duty at the naval station at Boston, Alden was assigned to *Constitution*, and circumnavigated the globe in the frigate during her cruise under Capt. John ("Mad Jack") Percival. While serving therein, he commanded a boat expedition that cut out several war junks from under the guns of a fort at Zurun Bay, Cochin China. Later serving in the Home Squadron during the Mexican War (1846), Alden—an adept surveyor—participated in the captures of Veracruz, Tuxpan and Tabasco.

Following the war with Mexico, Alden served as inspector of provisions and clothing at Boston until detached from this duty on 18 May 1849 to go to Washington, D.C., and report to the Secretary of the Treasury for duty with the Coast Survey. From the summer of 1849 to the late winter of 1851, he commanded, in succession, the Coast Survey steamers *John Y. Mason* and *Walker* in survey duty off the eastern seaboard. Assigned to duty on the Pacific coast thereafter, Alden traveled to San Francisco where he ultimately assumed command of the steamer *Active*, and carried out survey work off the west coast into 1860. During this time, on 1 September 1855, he was promoted to commander.

Indian disturbances in the Washington Territory in January 1856 highlighted Alden's tour of duty in command of *Active*; and his ship, joining the sloop-of-war *Decatur* and the steamer *Massachusetts*, proved "of great service" during those troubled times. *Active* operated in the headwaters of Puget Sound, where her presence reassured the settlers. In the summer of 1859, during tensions incident to an American's killing a Britisher's pig on San Juan Island, *Active's* timely arrival at that isle apparently helped to quiet a potentially dangerous situation in what became later known as the "Pig War."

The outbreak of the Civil War in the spring of 1861 found Alden in command of the steamer *South Carolina*, in which he participated in the relief of Fort Pickens. Next given the steam sloop *Richmond*, Alden commanded that ship in the passage of Forts Jackson and St. Philip, and in the engagements with Confederate batteries at Chalmette; twice passing the southern guns at Vicksburg, and in the battle at Port Hudson. Promoted to captain on 2 January 1863, Alden next assumed command of the steam sloop *Brooklyn*, and led that ship in the action with Forts



Alden (DD-211) at Chefoo, China, 1 January 1937, with a small fishing junk in the foreground. (NH 101678)

Gaines and Morgan and with the Confederate gunboats in the Battle of Mobile Bay. While *Brooklyn* was being sent north for repairs, she was attached to the naval forces gathering off Fort Fisher, and took part in both assaults on that Confederate bastion.

Promoted to commodore on 25 July 1866, Alden, over the next two years, commanded, in succession, the steam sloop *Susquehanna* and the steam frigate *Minnesota* before he was given the commandancy of the Mare Island Navy Yard. Appointed Chief of the Bureau of Navigation in April 1869, Alden—promoted to rear admiral on 19 June 1871—returned to sea in 1871 with orders to command the naval force on the European Station.

Departing New York in his flagship, *Wabash*, on 17 November 1871, Alden relieved Rear Admiral Charles S. Boggs at Villefranche, France, on 1 January 1872. Although placed on the retired list on 31 March 1872, Alden remained on active duty commanding the European Fleet until relieved by Rear Admiral A. Ludlow Case at Villefranche on 2 June 1873. His last tour of duty afloat completed, he sailed home in his former command, *Brooklyn*. Alden died at San Francisco on 6 February 1877, but was buried in the city of his birth, Portland, Maine, on 24 February 1877.

(Destroyer No. 211: dp. 1,215; l. 310'; b. 30'11½"; s. 35 k.; cpl. 106; a. 4 4", 1 3", 12 21" tt.; cl. *Clemson*)

Alden (Destroyer No. 211) was laid down on 24 October 1918 at Philadelphia by the William Cramp and Sons shipyard; launched on 14 May 1919; sponsored by Miss Sarah Alden Dorsey, a niece of the late Rear Admiral Alden; and commissioned on 24 November 1919, Comdr. William Ancrum in command.

Following shakedown training and post-shakedown repairs and alterations, *Alden*, subsequently reclassified to DD-211 during the fleetwide assignment of alphanumeric hull numbers on 17 July 1920, sailed on 5 December 1919 for duty in European waters, proceeding to Constantinople, and thence to Samsun, Turkey.

Alden visited Adriatic ports during the spring of 1920, investigating political conditions and "showing the flag" to protect American interests in the area, her ports of call including Spalato, Gravosa, and Pola. During her trips along the Adriatic coast, she carried mail and passengers, and for a time served as station ship at Venice. Proceeding to Constantinople to participate in relief efforts for refugees from the Russian Civil War, she resumed her Adriatic operations soon thereafter, visiting Cattaro and Spalato before she returned to Venice (12-13 December 1920). Sailing thence, she again visited Spalato and Gravosa, in succession, before she proceeded to Salonika, Greece, where she arrived on 15 December 1920.

Released from duty with the United States Naval Detachment in the Adriatic soon thereafter, *Alden* sailed for the Asiatic Station via the Suez Canal. She ultimately reached Manila, Philippine Islands, on 2 February 1921. Following upkeep at the Asiatic Fleet's base at Cavite, the destroyer sailed for Chinese waters, and arrived at Chefoo on 22 June 1921. She operated out of the Asiatic Fleet destroyers' summer base until 15 September, when she sailed for Shanghai. Assigned special duty, *Alden* wound up her ten-day stay in that port on 27 September and cleared Shanghai for the Yangtze River port of Hankow, which she reached on 1 October. Remaining there until the 7th, she proceeded back to Shanghai, arriving on the 9th to stay only long enough to fuel and take on provisions, before she sailed for the Philippines the same day.

Alden arrived at Cavite on 12 October, but soon shifted to Manila on the 14th for a three-day liberty and recreation port visit. The ship then spent two months operating out of Olongapo on target practice, returning to Manila on 17 December 1921. She then fueled and took on stores at Cavite before she sailed to Mariveles, whence she operated with Asiatic Fleet submarines. *Alden* then conducted long-range battle practice evolutions out of Manila into January 1922. Subsequently, she based temporarily out of Olongapo before undergoing a tender availability alongside *Buffalo* in March. Then, following a stint of target and torpedo practice in the waters of Lingayen Gulf from 13 April to 25 May 1922, the destroyer enjoyed a five-day respite at Manila before she sailed for Shanghai, China, on 3 June and a drydocking in that port. *Alden* then sailed for Japanese waters, visiting the port of Yokohama.

Winding up her deployment in the Asiatic Fleet that summer,

Alden sailed for the United States, and ultimately reached San Francisco on 2 October 1922. She was decommissioned at San Diego on 24 January 1923.

Alden remained inactive through the rest of the 1920's, but was recommissioned at San Diego on 8 May 1930, Lt. Comdr. Lloyd R. Gray in command, and assigned to Destroyer Squadrons, Battle Fleet (later, Destroyers, Battle Force). As part of Destroyer Division (DesDiv) 46, and later as a unit of DesDiv 10, *Alden* was homeported at San Diego, with her home yard at Mare Island. She carried out regular underway training evolutions, with routine periods of upkeep in port over the next six years.

The training for each year culminated in the annual large-scale war games, or fleet problems. Over the next few years, *Alden* participated in six of these. However, she did not participate in Fleet Problem XVII in the spring of 1936 due to DesDiv 10's undergoing two months' overhaul at the Mare Island Navy Yard.

While *Alden* lay at Mare Island, *Smith Thompson* (DD-212), in the Asiatic Fleet, had suffered heavy damage in a collision with *Whipple* (DD-217) on 14 April 1936, and, unfit for further service, had been struck on 19 May. *Alden*, chosen to replace the lost *Smith Thompson*, sailed on 15 July for the Asiatic Station. Stopping briefly at Pearl Harbor, whence she sailed on 21 July, the ship paused at Wake Island, and after a stop at Guam, eventually arrived at Chefoo on 20 August 1936.

Over the next six years, *Alden*—assigned initially to DesDiv 13—steamed north to China in the spring, spent the summer operating out of Chefoo, and returned to the Philippines in the fall for further exercises and upkeep at Cavite over the winter. She carried out this routine against a backdrop of rising Sino-Japanese tension, as a resurgent China feverishly armed itself to deal with Japan. Hostility between these two Asiatic powers had flared and abated as the 1930's wore on, but exploded into open warfare in July 1937.

Since the Sino-Japanese hostilities seemed confined at the outset to North China, Admiral Harry E. Yarnell, Commander in Chief, Asiatic Fleet (CINCAF), felt few reservations about carrying out a planned goodwill cruise to Vladivostok, USSR. *Alden* accompanied the squadron flagship *Paul Jones* (DD-230), her division-mates *Whipple* and *Barker* (DD-213), to sea from their base at Chefoo, and rendezvoused with Admiral Yarnell's flagship, *Augusta* (CA-31), at the end of the afternoon watch on 25 July. Yarnell's ships reached Vladivostok on the morning of the 28th, and remained there until the afternoon of 1 August, in this first visit to a Russian port since the establishment of diplomatic relations with the Soviet Union in 1933. On the latter date, the destroyers sailed for Chefoo and *Augusta* for Tsingtao.

After hostilities broke out at Shanghai in mid-August, the ships of the Asiatic Fleet carried out a curtailed training schedule for the remainder of the summer and into the fall, chiefly standing by to assist Americans who might be affected by the Sino-Japanese War. *Alden* eventually returned to the Philippines for the winter for upkeep and training. One incident, however, interrupted this routine.

Early on the morning of 11 December 1937, *Alden* and *Barker*, then at Manila, received orders to proceed immediately to the aid of the American Dollar liner SS *President Hoover*, which had run aground off Formosa. Due to the urgency of the situation, *Alden* sailed without her captain, Lt. Comdr. Stanley M. Haight, and several officers and men. An amphibian plane from the Asiatic Fleet's utility unit, however, brought Haight out to *Alden*, rendezvoused with the ship and landed nearby. Sea conditions, however, precluded a boat's coming alongside the Grumman JF-2 "Duck," for fear of its damaging the plane's main float. Lt. Comdr. Haight seized the initiative and swam to one of his ship's 26-foot motor whaleboats to be brought on board his ship to assume command.

Alden, resuming her voyage, eventually sighted her destination, Hoishoto Island, at 1245 on the 12th, and immediately requested permission from the captain of the Japanese cruiser *Ashigara* to enter Japanese territorial waters. *Barker* arrived soon thereafter, after which time an officer from *Ashigara* arrived on board *Alden* to give his government's permission to enter and assist *President Hoover*. Anchoring to the westward of Hoishoto, *Alden* remained off that island until 23 December, sending a guard of two officers (Lt. Comdr. Haight and Ens. John H. Parker) and 15 men to protect the considerable amount of mail on board the stranded liner. Early in this period, perhaps incident to the tensions which existed in the wake of the

sinking of the gunboat *Panay* (PR-5) in the Yangtze River by Japanese aircraft on 12 December, *Alden* broke out and stowed in her ready racks 47 rounds of 4-inch service ammunition during the forenoon watch on 14 December.

The following summer, *Alden*, in company with her sister ships and the tender *Black Hawk* (AD-9), visited Haiphong, French Indochina, from 21 to 28 June 1938 before continuing up to Chefoo. With the start of the European war in September 1939, concern over the Japanese taking advantage of the preoccupation of the British and French with European affairs to extend her own sphere of influence prompted increased American vigilance to protect the lives and property of Americans in the Far East. To this end, some of the ships of the Asiatic Fleet's destroyers were rotated to duty with units such as the South China Patrol. *Alden* operated with this command between September and November 1939, before she returned to the Philippines.

The international climate making it dangerous to keep the Asiatic Fleet deployed to Chinese waters, Admiral Thomas C. Hart (who had relieved Admiral Yarnell as CINCAF in July 1939) withdrew it—with the exception of the river gunboats on the Yangtze and South China Patrols—to the Philippines in late 1940. There, in the waters of that archipelago, the fleet prepared for war. *Alden* took part in this training, interspersing it with periods of upkeep at Cavite, into the tense autumn of 1941.

Due to the continued "tense and unpredictable" situation in the Far East at that time, Admiral Hart desired to "obtain additional security from surprise attack" and reduce the possibility of the Japanese cutting off "certain of his surface forces" from British and Dutch bases in the event of war. To that end, on 24 November 1941, CINCAF ordered Task Force 5, formed around *Marblehead* (CL-12), two destroyer divisions (57 and 58, the former including *Alden*) and *Black Hawk*, to the ports of Balikpapan and Tarakan, Borneo. Hart directed the detachment commanders to proceed to these ports for fuel, but to "have difficulty" in doing so, with a view toward lingering in those ports "for a protracted period if necessary."

Alden got underway at 0830 on 25 November 1941, bound for Borneo, accompanying *Black Hawk*, and arrived at Balikpapan on the morning of the 30th. While she lay in that port, the British Admiral Sir Tom Phillips, the newly designated Commander in Chief, Eastern Fleet, flew to Manila for conferences with Admiral Hart on 5 and 6 December. Phillips sought the loan of destroyers from the Asiatic Fleet to help screen his capital ships, but Hart, opining that the British already possessed adequate resources in that department, demurred. Intelligence information disclosing the movement of a Japanese convoy in the Gulf of Siam, however, changed Hart's mind, and as Admiral Phillips resolved to return to Singapore, CINCAF decided to transfer one division of destroyers.

Consequently, *Alden* and three of her sister ships, as well as *Black Hawk*, were soon directed to proceed to Batavia, Java, "for supplies and liberty." Soon after they departed Balikpapan, however, the destroyers received new sailing orders: they were to proceed instead to Singapore, where they were to join Phillips' force formed around the battleship *HMS Prince of Wales* and the battle cruiser *HMS Repulse*.

Alden was en route to her destination when, at 0300 on 8 December 1941, she received word that "war had been started by Japan." At Singapore, reports of a Japanese invasion convoy standing toward Malaya compelled Admiral Phillips to act before his reinforcements could arrive, and he cleared Singapore on the evening of 8 December with *Prince of Wales* and *Repulse*, screened by four destroyers, to seek out the enemy.

Reaching Singapore on the morning of 10 December, *Alden* moored at 1113, and embarked a liaison party consisting of a Royal Navy lieutenant and four signalmen at 1130. She and her sister ships were still preparing for sea as Japanese high-level and torpedo bombers, flying from bases in Indochina, overwhelmed *Prince of Wales* and *Repulse* off Kuantan, Malaya, that same afternoon and sank them both. Underway at 1509, *Alden* and her sister ships soon cleared Singapore, and stood toward the scene of the action in response to Admiral Phillips' desperate signal, sent early in the battle, for destroyer assistance. Accompanying British and Australian destroyers had already rescued the survivors from the two capital ships, however, and were retiring toward Singapore.

Alden and her division mates subsequently entered the waters in which the battle had taken place earlier that day, looking for survivors, but only sighted pieces of wreckage, eventually

winding up the search effort during the mid-watch. En route back to Singapore, *Alden* noted a "probable submarine attack," at 0630 on 11 December, and *Edsall* (DD-219) left the formation to investigate the source of "torpedo wakes" but found nothing. *Alden* and her sister ships reached port on the morning of the 11th, *Alden* mooring alongside the Royal Fleet Auxiliary *Franco* at 1041 to replenish her fuel bunkers. While in port, she half-masted her colors in tribute to the men lost in *Prince of Wales* and *Repulse*. *Alden* remained at Singapore until the morning of the 14th when, after disembarking the Royal Navy liaison party, she got underway with the rest of the division for Surabaya, Java. She reached that Dutch port late on the afternoon of 15 December.

Underway on the 20th for Australian waters, *Alden* sailed for Port Darwin in the screen of *Houston* (CA-30), breaking up the routine of the voyage by sending boarding parties to investigate and establish the friendly character of various small craft and ships sighted en route. She fell in with another formation of American ships moving to Australian waters, *Pecos* (AO-6), *Otus* (AS-20), and *Gold Star* (AG-12), two days before Christmas, and fueled at sea from *Pecos* the same day. The destroyer ultimately saw her charges safely to Darwin, dropping anchor in that north Australian port at 1305 on 28 December.

Alden—soon reassigned to DesDiv 58—spent the next several weeks escorting troop and supply convoys in support of efforts to defend the Malay Barrier. During the course of one such evolution, she was screening the oiler *Trinity* (AO-13) to Port Darwin, on the morning of 20 January 1942, when *Trinity* reported torpedoes fired at her. *Alden* immediately reversed course in the predawn darkness and carried out a depth charge attack, but, in the ensuing moments, lost contact with the "submarine."

"Mindful of leaving (the) convoy unprotected" if she continued to seek out the submarine, *Alden* returned to her screening station and arrived at Port Darwin without further incident. At 1620 that afternoon, though, while she was taking on fuel from the tanker *British Sailor*, *Alden* received orders to accompany *Edsall* to the scene of the above attack. Underway at 1641, leaving a third of her crew behind to break out stores on board *Black Hawk*, *Alden* rushed to the scene, finding an Australian ship already dropping depth charges.

Alden and *Edsall* patrolled one area in proximity of the submarine contact, while two Australian ships patrolled another. *Alden* developed a good contact early the following morning (21 January) and dropped six charges, with no result. A plane from *Langley* (AV-3) reported carrying out an attack on a submarine a short time later, and *Alden* steamed to the scene; seeing oil still rising, she attacked, expending the rest of her depth charges in the tracks. Bringing up more charges from below, the destroyer carried out another attack soon thereafter. Then, having expended her last charge, *Alden* returned to Port Darwin.

Edsall and the Australian ships, accompanied by a PBY, returned to the scene but were unable to locate the slick, last seen by *Alden*, because of a heavy rain squall in the vicinity. A short time later, it was determined that the victim of the earlier attack by *Edsall* and the Australian minesweeper *HMS Deloraine* was *I-124*, a large Japanese mine-laying submarine whose mines had already sunk three Allied merchantmen.

Clearing Darwin on 3 February, *Alden* sailed with a convoy, bound for Java. Fueling from *Trinity* en route, the destroyer reached Tjilatjap, on the south coast of Java, late on the afternoon of 10 February. Getting underway late the following day, *Alden* joined *Paul Jones* and the British auxiliary vessel *HMS Ban Hong Liong* on the morning of the 12th, and convoyed the Briton to the port of Koepang, Timor, arriving on the 16th. Returning to Tjilatjap on the morning of the 19th, *Alden* there fueled from *Pecos*. The following day, the destroyer briefly patrolled off the harbor entrance, covering the sortie of *Black Hawk*.

As the Japanese neared Java, the American-British-Dutch-Australian (ABDA) forces began gathering for a show-down. As part of this movement, *Alden* cleared Tjilatjap on the morning of 22 February for Surabaya and, along with *Paul Jones*, screened *Houston* during the passage. The three ships arrived at their destination on the afternoon of the 24th.

Intelligence information indicating the possibility of a Japanese landing attempt in the vicinity, a mixed Dutch and American force (*Houston*, the Dutch cruisers *De Ruyter* and *Java*, two Dutch destroyers, and five American—including *Alden*) stood out after dark on 25 February and conducted a sweep off the

northern coast of Madura Island. Not making any contact, the Allied force returned to Surabaya early the following morning.

Later that same day, 26 February, the commander of the ABDA striking force, the Dutch Rear Admiral Karel Doorman, called a meeting of his commanders, and promulgated his plans to meet the Japanese. At 1922 on 26 February, the striking force, swelled by the arrival of the Australian light cruiser HMAS *Perth*, the British heavy cruiser HMS *Exeter* and three British destroyers, got underway and stood out of Surabaya.

Doorman's force again swept along the north coast of Madura, but then, after having found the waters clear of enemy shipping, at 2212 on 26 February reversed course. During the early morning, the ABDA force continued past Surabaya, and shaped a course toward the entrance to the minefields at 1300 on the 27th. Fresh contact reports, however, indicated the presence of a Japanese force heading south from the vicinity of Bawean Island. At 1500, as *Alden* was about to enter the channel through the minefields, she observed *De Ruyter* reverse course and make a signal: "I am going to intercept an enemy unit . . ." The rest of the ABDA force followed, and stood toward the enemy.

At 1617, *Alden* observed gun flashes as the Japanese ships opened fire, answered shortly thereafter by *Houston*, *De Ruyter* and *Exeter*. The American destroyers, *Alden* steaming second in column, took up their position on the disengaged side of the column of Allied cruisers, to *Java*'s starboard quarter. "Straining every rivet" to keep up with the cruisers, *Alden* and her sister ships made all possible speed. At 1714, observers on board *Alden* noted a Dutch destroyer, *Kortenaar*, take a torpedo which broke her in two. Soon thereafter, the Allied fleet changed course twice, in disarray due the accurate enemy gunfire and the threat posed by his superior torpedoes. The shell-damaged *Exeter* veered out of the allied battle line; to cover her retirement, *Alden* and her sister ships laid smoke.

After he had made one order to counterattack with torpedoes and cancelled it, Rear Admiral Doorman again ordered the destroyers to counterattack. On *Alden*'s bridge, a man remarked: "I always knew these old four pipers would have to go in and save the day . . ." All within earshot laughed, and the comment broke the tension as the American destroyers, the oldest ships in the ABDA line, steered a course toward the Japanese and launched torpedoes from their starboard tubes at 1822. Then, following the movements of *John D. Edwards* ahead, *Alden* reversed course and loosed her port "fish" at 1827. *Alden*'s captain, Lt. Comdr. L. E. Coley, firmly believed that the American destroyers' attack saved *Exeter* from destruction at that time.

Poor visibility and the increasing range soon ended that phase of the battle, and the Allied force retired, Japanese scoutplanes occasionally dropping flares above the Allied ships. At 1958, the ABDA cruiser column turned to westward where, before the night was over, *De Ruyter* and *Java* would be sunk, and *Houston* and *Perth* forced to flee; *Alden* and her sisters turned eastward, to retire independently toward Surabaya, their torpedo stocks exhausted. Entering the minefields at 2230, the American destroyermen anchored their ships at 0210 on 28 February.

Alden remained there throughout the daylight hours. She fueled at Holland Pier and anchored in the harbor, where she observed two waves of enemy high-altitude bombers carry out raids that afternoon. That afternoon, *Alden*'s captain, Lt. Comdr. Coley, noted carrier-type aircraft overhead, indicating that "enemy air activity" would soon be on the increase.

"It seemed that our best chance of getting through to an allied base," Coley wrote later, "was to evade the enemy and trust to the reduced visibility of night to get out of range of enemy aircraft." Given permission to clear out as the noose around *Java* tightened, and to proceed to Exmouth Gulf, Australia, the four destroyers of DesDiv 58 sortied that night, clearing the minefield an hour before midnight on 28 February, their crews at general quarters. *Alden* and the others steamed as close to the *Java* shore as they dared, hugging the coast, and turned, undetected, into Bali Strait. There, however, they soon encountered the Bali Attack Unit consisting of the Japanese destroyers *Hatsuharu*, *Nenohi*, *Wakaba*, and *Hatsushimo*.

Around 0215, *Alden* spotted one destroyer almost due east of her, followed by two or more a short time later. Emerging from the coastal waters to clear a reef, the Americans apparently came into the enemy's sight soon thereafter, since gunfire erupted from the Japanese ships within 15 minutes' time. A five-minute running gun duel ensued between the two groups of de-

stroyers before *Alden* and her sister ships checked fire and laid smoke. At a range of about 12 miles, the Japanese opened up again at 0250; the Americans, however, held their fire, reasoning that the enemy sought to force them into revealing their position by firing back.

Continuing on at 28 knots, the four "four-pipers" emerged from the encounter unscathed. As they neared their destination, Cdr. Thomas H. Binford, Commander, DesDiv 58, paired his ships, the ones with Australian charts (*Alden* and *Paul Jones*), with those which did not (*John D. Edwards* and *John D. Ford* (DD-228)), and the destroyermen reached Fremantle on the afternoon of 4 March 1942.

Reporting to Commander, Australia-New Zealand area, on 28 March 1942, *Alden* operated in the waters of the Southwest Pacific until sailing for Pearl Harbor, reaching her destination on 7 June en route to the west coast of the United States. Following an overhaul at the Mare Island Navy Yard, *Alden* commenced convoy escort duty between San Francisco and Hawaiian waters on 11 August 1942. Over the next eight months, *Alden* carried out this prosaic, but highly important, task until she departed Mare Island on 9 April 1943 for the Caribbean. Transiting the Panama Canal on 16 April and reporting that day to Commander, Caribbean Sea Frontier, she continued on to Trinidad, arriving there on 25 April.

The destroyer spent the next two months shuttling convoys between Trinidad and Guantanamo Bay, before she proceeded north to the New York Navy Yard, which she entered on 28 June for repairs and alterations. Upon completion of this availability, *Alden* sailed for Norfolk on 11 July, and joined a Morocco-bound convoy soon thereafter, reaching Casablanca on 28 July. After returning to the United States via Gibraltar, the ship entered the Charleston (S.C.) Navy Yard for a drydocking on 27 August. She sailed for Port-of-Spain, Trinidad, on 7 September and ultimately proceeded thence to Brazilian waters, reaching Recife on 8 October.

Underway for Caribbean waters on 4 November, *Alden* reached Trinidad ten days later, and sailed on 26 November as escort for the Army transport *George Washington*. Seeing that ship safely to her destination, Key West, Fla., on 1 December, the destroyer proceeded to Charleston, arriving there on the 3d for upkeep. She steamed thence to Casco Bay, Maine, and refresher training, before she headed back to Norfolk, arriving at that port on the last day of the year 1943.

Alden sailed for North African waters on 5 January 1944, in a hunter-killer group formed around the escort carrier *Guadalcanal* (CVE-60). On 16 January, a pair of Grumman TBF-1c "Avengers" from *Guadalcanal*'s Composite Squadron (VC) 13 caught a pair of U-boats on the surface, rendezvousing near the Azores, and attacked, sinking *U-544* before she could transfer radar detection gear to *U-129*. Reaching Casablanca on the 26th, the task unit sailed for the United States three days later, and reached Norfolk on 16 February. Shifting to the Boston Navy Yard for repairs and alterations soon thereafter, *Alden* returned to Norfolk on 12 March.

The destroyer sailed the following day for Tunisia as one of the 16 escort vessels shepherding convoy UGS-36, 72 merchantmen and 18 tank landing ships. Escort vessels drove off what was believed to be a U-boat late on 31 March, and six hours later, early on 1 April, 22 German aircraft attacked UGS-36. *Alden*, in the rear guard, aided in the defense of the convoy, as the escorts shot down two enemy aircraft and probably damaged two others. Ultimately, UGS-36 reached its destination, Bizerte, on 3 April. Nine days later, *Alden* sailed for the United States, reaching Hampton Roads on 1 May.

Following a brief availability at the Boston Navy Yard, *Alden* departed Boston on 27 May for New York, reporting for duty under Commander, Service Force, Atlantic Fleet, soon thereafter. She then operated out of Norfolk during June, principally on local escort duty. During this time, she screened *Wisconsin* (BB-64) during a phase of that new battleship's shakedown training.

Following emergency repairs to a damaged propeller, *Alden* resumed escort operations, this time with *Elokomini* (AO-55), as she convoyed the ship from Norfolk to Baytown to Galveston, thence to Guantanamo Bay and back to Galveston, before she escorted the oiler on a trip from Galveston to Bermuda, Casco Bay and Norfolk.

Undergoing an availability at the Norfolk Navy Yard upon conclusion of this duty in August 1944, *Alden* escorted *Chicopee*

(AO-34) from Norfolk to Bermuda before the destroyer then conveyed *Adair* (APA-91) and the ill-fated ammunition ship *Mount Hood* (AE-11) from Norfolk to the Canal Zone. Relieving sister ship *John D. Edwards* under the auspices of Commander, Panama Sea Frontier, *Alden* operated in Panama waters as a training ship with submariners into November 1944, after which time the destroyer returned to Norfolk.

After she had suffered damage in a collision with the fast transport *Hayter* (APD-80) on 31 January 1945, *Alden* underwent repairs in the Norfolk Navy Yard. Her availability extended to 28 February, *Alden* emerged from the yard soon thereafter and joined the escort of a Mediterranean-bound convoy, UGF-21, on 1 March. Subsequently returning to the United States with convoy GUF-21, the warship escorted the oiler *Mattaponi* (AO-41) between Bermuda and Guantanamo, and *Chiwawa* (AO-68) between Guantanamo and Bermuda before the destroyer returned to Norfolk. Then, following tender availability at Tompkinsville, *Alden* sailed for Mayport, Fla., on 2 June, where, upon her arrival, she was assigned plane guard duty with *Guadalcanal*, the ship assigned to conduct carrier qualifications for fledgling pilots out of the Naval Air Station at Pensacola. Completing this tour on 13 June, she proceeded thence to the Delaware capes.

Reaching the Philadelphia Naval Shipyard on 15 June 1945, *Alden* was decommissioned there on 15 July 1945. Her name was struck from the Naval Vessel Register on 13 August 1945, and the ship was sold to the Boston Metals Salvage Co., of Baltimore, Md., on 30 November 1945, to be broken up for scrap.

Alden was awarded three battle stars for her World War II service.

Alderamin

A star in the constellation Cephei.

(AK-116; dp. 12,350; l. 441'6"; b. 56'11"; dr. 24'6"; s. 12.8 k.; cpl. 198; a. 1 5", 4 40mm., 12 20mm., 1 .30-cal mg.; cl. *Crater*; T. EC2-S-CI)

J. S. Cullinan was laid down under a Maritime Commission contract (MCE hull 1963) on 5 October 1943 at Houston, Tex., by the Houston Shipbuilding Co.; launched on 13 November 1943; acquired by the Navy and placed in temporary commission as *Alderamin* (AK-116) on 25 November 1943, Comdr. H. B. Olsen in command; proceeded to Mobile, Ala., and decommissioned on 29 November 1943 to undergo conversion for naval service as a cargo ship; and recommissioned at Mobile on 3 April 1944, Comdr. Edward Fluhr in command.

Following shakedown training in the Chesapeake Bay, *Alderamin* sailed to New York City to load cargo for transportation to the Pacific. The vessel made a port call at Guantanamo Bay, Cuba, before transiting the Panama Canal and reporting to the Pacific Fleet on 28 May. She departed the Canal Zone the next day and proceeded independently to Espiritu Santo, New Hebrides. The vessel arrived there on 28 June and began operations with Service Squadron 8, Service Force, Pacific Fleet, as an interisland cargo transport. Among her ports of call were Suva, Fiji Islands; Noumea, New Caledonia; Guadalcanal, Bougainville, Tulagi, and Green Island, Solomon Islands; Russell Islands; Treasury Islands; Manus, Admiralty Islands; Wellington, New Zealand; Eniwetok, Marshall Islands; Iwo Jima, Bonin Islands; Guam, Mariana Islands; and Ulithi, Caroline Islands.

Alderamin was moored at Iwo Jima at the time of the Japanese capitulation on 15 August 1945. She got underway two days later to return to the United States. The vessel made port calls at Eniwetok and Pearl Harbor, Hawaii, before arriving at San Francisco, Calif., on 22 September. She sailed once again on 24 October, bound for Shanghai, China. She touched at Pearl Harbor, Guam, and Samar, Philippine Islands, before reaching Shanghai on 8 December. After taking on military personnel for passage back to the United States, *Alderamin* got underway again on the 11th. On 1 February 1946, she arrived back at San Francisco and debarked her passengers. She then began preparations for deactivation. *Alderamin* was decommissioned on 10 April 1945 and was delivered to the War Shipping Administration for disposal. Her name was struck from the Navy list on 1 May 1946. The ship was later scrapped.

Alecto

One of the furies in Greek mythology.

(AGP-14; dp. 3,960; l. 328"; b. 50'; dr. 11'2"; s. 11.6 k.; cpl. 291; a. 8 40mm., 16 20mm.; cl. *Portunus*)

Originally projected as *LST-977*, this vessel was reclassified a motor torpedo boat tender on 12 June 1944; simultaneously named *Alecto* and redesignated AGP-14; laid down on 12 December 1944 at Hingham, Mass., by the Bethlehem-Hingham Shipbuilding Co.; launched on 15 January 1945; acquired by the Navy and placed in commission on 8 February 1945 for movement to Baltimore; decommissioned there on 23 February 1945 for conversion by the Maryland Drydock Co. to a motor torpedo boat tender; and recommissioned on 28 July 1945, Lt. Robert H. Souden in command.

The tender got underway on 6 August for shakedown training in the Chesapeake Bay and, on 2 September, was assigned to Service Forces, Atlantic Fleet. Following a period of training and upkeep at Norfolk, Va., she sailed for Albany, N.Y., on 14 October and arrived there two days later.

Alecto moored at the Army Supply Depot at Albany and began servicing motor torpedo boats. On 10 November, the ship moved to Melville, R.I., and engaged in repair work for Motor Torpedo Boat Squadron (MTBRon) 4. In January 1946, she made two voyages from Melville to Solomons Island, Md., transporting equipment for MTBRon 4 and, from March through May, she was stationed there. She sailed to Charleston, S.C., in early June and was placed out of commission there on 28 June 1946. Her name was struck from the Navy list on 28 June 1947. The vessel was transferred to the government of Turkey on 10 May 1948 and was later renamed *Onaran*.

Alert

I

(SlpW; t. 325; b. 29'; dr. 11'; cpl. 100; a. 2 12-pdrs., 18 32-pdr. car.)

After short service carrying coal from Newcastle upon Tyne, England, to various ports in the British Isles, *Oxford*—a collier built in England in 1803—was purchased by the Royal Navy in May 1804, was converted to a 20-gun sloop of war, and was renamed *Alert*. Little is known of the sloop of war's service in the Royal Navy before the War of 1812. Early in that conflict, in the summer of 1812, *Alert*—under the command of Capt. Thomas L. P. Laugharne, R.N.—was cruising in the North Atlantic west of the Azores about a third of the way between that island group and the Delaware capes when one of her lookouts aloft reported sighting an unidentified vessel. The stranger, which looked like "... an English Indianman, captured by the Americans," immediately began clapping on more sail in an apparent effort to flee. Despite the fact that the escaping ship was flying the British flag, Laugharne, hungry for a prize, set out in pursuit of his questionable quarry. However, when *Alert* came within range of her adversary, the seemingly helpless merchantman pulled down her English colors and hoisted the American flag. As the stranger simultaneously cast off her lamb's clothing by removing the covers from her gunports, *Alert* vented her displeasure at the deception by firing a broadside.

The English guns did the American warship little harm, but they received a reply which thoroughly demoralized the British sailors and the officers who commanded them. Only a few minutes after he realized that his ship faced a formidable enemy, Laugharne ordered her colors hauled down, and *Alert* became the prize of Capt. David Porter's frigate *Essex* and had the dubious distinction of being the first British warship to surrender to a fighting ship of the United States Navy during the War of 1812.

Since *Essex* was already carrying a large number of prisoners taken from merchantmen she had captured earlier, and since her own crew had already been depleted to make up the crews for these prizes, Porter put all of the British sailors on board *Alert* and ordered her to carry them to Canada to be exchanged as prisoners of war. At St. John's, Newfoundland, Admiral Sir John T. Duckworth, then the senior officer of the Royal Navy in those

waters, objected that *Alert* was not a true cartel ship since she had not departed from an American port. He argued that allowing ships dispatched at sea to be considered cartel ships would be tantamount to granting all prizes immunity from recapture and would give them ultimate safe conduct to a port friendly to the captor.

However, in this instance, Duckworth felt himself honor-bound to respect Porter's conditions and, therefore, allowed *Alert* to embark some 200 homesick American prisoners of war and sail for New York where she delivered them safely in the early autumn. *Alert* was condemned by the New York Admiralty Court and sold to the United States Navy.

However, the former British sloop of war was found to be unfit for cruising; and she was converted to a storeship by the New York Navy Yard. She served as such in New York harbor until 1818 when she was fitted out for duty as a receiving ship. Her service in that capacity ended in 1829, and *Alert* was then broken up at the Norfolk Navy Yard.

II

(ScTug: t. 90; l. 62'; b. 17'; dph. 7'; dr. 6'5"; s. 7 k.; cpl. 15; a. 1 24-pdr. r. how.)

The second *Alert*—a screw tug built in 1861 at Syracuse, N.Y., under the name *A. C. Powell*—was purchased at New York City by the Navy on 3 October 1861.

Since this small tug's logs prior to 27 January 1865 have been lost, there are several significant gaps in our knowledge of her career. All we know of *A. C. Powell*'s service until early in the summer of 1862 is that she was operating in the sounds of North Carolina on 13 March 1862. We next hear of her on 30 June 1862 when she was detached from the Potomac Flotilla for duty in the North Atlantic Blockading Squadron.

The reassignment was prompted by General Robert E. Lee's success in the Seven Days' Campaign which turned back General McClellan's Union army before Richmond and forced it to seek safety on the banks of the James River under the protection of Federal gunboats. *A. C. Powell*—then under the command of Acting Master Henry H. Foster—was one of several ships of the Union Navy sent to the James to assure Union control of that indispensable waterway.

While the tug was operating on that river, she was renamed *Alert*. Late in President Lincoln decided to withdraw the Army of the Potomac from the peninsula formed by the James and York Rivers and return it to the vicinity of Washington to protect the Union capital, threatened by Lee's Army of Northern Virginia. Secretary of the Navy Gideon Welles called *Alert* back to the Potomac to strengthen the forces which were to meet Lee, but the steamer was undergoing repairs at Newport News and was unable to get underway until after Union soldiers had stopped Lee at Antietam Creek. With Lee's decision to retire into Virginia, the need for *Alert* in the Potomac disappeared, and she remained in the North Atlantic Blockading Squadron.

During most of the remainder of her service the tug acted as a dispatch and picket boat on the James River. She also made occasional runs to the sounds of North Carolina with messages. During these operations, Confederate forces in the waters she frequented were constantly endeavoring to seize Union warships or to destroy them by guile. For instance, on 12 November 1862, Capt. Thomas Turner, the senior Union naval officer in the Hampton Roads-Norfolk area, warned *Alert* that "... the enemy is preparing ... an expedition of armed launches [to be] sent down close inshore in the darkness of the night until they get abreast of you." The admonition for "... the officers and men to be constantly on the watch ..." was especially important since *Alert* often served as tender to *Philadelphia*, the flag steamer of Acting Rear Admiral Samuel Phillips Lee who commanded the Union squadron.

Union warships on the James also cooperated with Army forces. In mid-January 1863, Major General John A. Dix notified Admiral Lee that there were "... indications of activity on the part of the enemy ..." in the Dismal Swamp-Suffolk area. Since a major Confederate movement in that vicinity could jeopardize the entire Union hold on the south bank of the James, Admiral Lee ordered *Alert* and her sister warships to ready themselves to help turn back the Southern thrust should it come.

Almost three months passed before that particular threat materialized. Early in April, Confederate General Robert E.

Lee detached Lieutenant General Longstreet's corps from the Army of Northern Virginia to forage for supplies. Longstreet, apparently hoping to improve the South's strategic position while finding food for General Lee's soldiers, headed for Suffolk. When the Union Army called on the Navy for help, Admiral Lee ordered Lt. William B. Cushing to lead a group of gunboats up the Nansemond River, a tributary of the James, to assist Major General Peck's troops as they tried to stop Longstreet's advance.

Alert ascended the Nansemond with Cushing on 12 April and, for the next three weeks, participated in almost daily duels with Confederate shore batteries. Because of her light draft, she moved above the bar of the river into the narrower, shallower, and more dangerous part of the stream near Suffolk where the fighting was fiercest. The afternoon of the next day, her rudder was severely damaged requiring her to return briefly to Norfolk to have it replaced. The repair work was completed on the afternoon of the 16th, and the tug returned to the Nansemond and fought there through the end of the month.

Her vigorous fight and that of her sister ships prevented the Southern forces from dislodging Major General Peck's troops from their defensive works and finally prompted Longstreet to withdraw—a movement hastened by a message from General R. E. Lee who was about to engage the Union Army at Chancellorsville.

On 31 August 1863, the tug caught fire while moored in the Norfolk Navy Yard and sank. She was soon raised and, by October, had returned to duty.

In January 1864 work to fit her with torpedo apparatus began, but the experiment proved to be unsuccessful. As a result, the tug returned to duty in the James in May.

On 2 February 1865, *Alert* was renamed *Watch*. Her work on the James reached its climax early in April when she participated in the naval expedition to Richmond which took President Lincoln to the former Confederate capital. Soon thereafter, she left that river and raced to the Potomac, presumably to try to cut off the escape of the assassin, John Wilkes Booth, who had shot the President.

Following the collapse of the Confederacy, *Watch* was decommissioned at the Washington Navy Yard on 26 May 1865. She was sold at auction there to Robert Lear on 5 July 1865. Redocumented as *Watch* on 2 August 1865, she served as a merchant tug until abandoned in 1886.

The keel of a projected *Resaca*-class screw sloop of war named *Alert* was laid down by the Washington Navy Yard early in 1865; and her machinery was to be built by the Portsmouth (N.H.) Navy Yard. However, the Navy's need for such a warship disappeared with the end of the Civil War; and the order for her construction was canceled in 1866.

III

(ScStr: dp. 1,020; l. 199'9"; b. 32'0"; dr. 13' (mean); s. 10 k.; cpl. 202; a. 1 11' sb., 2 9" sb., 1 60-pdr. r., spar torpedoes; cl. *Alert*)

The third *Alert*—an iron-hulled, screw steamer—was laid down in 1873 at Chester, Pa., by John Roach & Son; launched on 18 September 1874; and commissioned on 27 May 1875, Comdr. William T. Sampson in command.

The screw steamer spent the first year of her Navy career attached to the North Atlantic Station. During the summer, she wore the flag of Rear Admiral C. R. Perry Rodgers, Superintendent of the Naval Academy, and hosted cadet-midshipmen on board for practical training in the operation of steam propulsion equipment—all as a part of the Academy's practice cruise for 1875. *Alert* operated out of ports on the Atlantic coast during the fall and winter of 1875 and 1876 until departing New York on 26 May 1876 on the first leg of a voyage to the Asiatic Station. Proceeding by way of the Mediterranean Sea and the relatively new Suez Canal, she stopped at Gibraltar, Malta, and Aden before reaching Hong Kong on 11 September. For almost three years, the ship cruised the waters around Japan and along the Chinese coast, showing the flag at such places as Yokohama, Nagasaki, Kobe, and Hakodate in Japan, and Hong Kong, Shanghai, Amoy, and Swatow in China. Unlike modern goodwill visits, her port calls frequently could be measured in terms of weeks and months rather than days. When at sea, she charted hydrographic



Alert (Submarine Tender No. 4), serving as tender for the Third Submarine Division of the Pacific Fleet, lying alongside the wharf at Kuahua Island, U.S. Naval Station, Pearl Harbor, 22 August 1917. *K-3* (Submarine No. 34) and *K-4* (Submarine No. 35) are identifiable alongside; the unidentified "boat" is probably either *K-7* (Submarine No. 38) or *K-8* (Submarine No. 39). (NH 83866)

features, investigated maritime disasters, and performed humanitarian services for the victims of those disasters.

On 4 January 1879, *Alert* departed Yokohama on her way back to the United States. She arrived at the Mare Island Navy Yard on 24 February and began a six-month repair period. On 30 August 1879, the warship set sail from San Francisco on her way back to the Asiatic Station. The steamer arrived in Yokohama on 6 October and commenced 32 months of service in the Far East. In addition to the normal port visits and wreck investigations, she did survey work in the Bonin Islands during the spring and summer of 1881. On 11 January 1882, *Alert* stood out of Hong Kong and embarked upon a voyage that took her to a number of places in the Orient that she had not previously visited. Her itinerary during that cruise included Saigon, Bangkok, and Singapore in southeast Asia; Batavia (now Djakarta) and Sarawak in the Netherlands East Indies (now Indonesia); and Labuan, Iloilo and Manila in the Philippines. She returned to Japan via Hong Kong, and, on 15 April 1882, while steaming from Kobe to Yokohama, suffered damage as a result of being rammed by the Japanese Emperor's yacht. On 15 June, the ship left Yokohama again for the United States. She arrived in San Francisco, Calif., on 18 July, and, on the 31st, she was placed out of commission at the Mare Island Navy Yard.

The warship remained inactive at Mare Island until recommissioned on 8 October 1883 for another tour of duty on the Asiatic Station. On 23 November, she put to sea on the long voyage to the Orient. She arrived in Nagasaki, Japan, on 18 February 1884 and spent the next 20 months operating almost exclusively in the East China Sea and the Yellow Sea, calling frequently at Nagasaki and at Chemulpo (now Inchon), Korea. *Alert* widened her horizons in the fall of 1885 with more frequent visits to Chinese ports; and, during the early months of 1886, extended her range still farther to include southeast Asian ports, notably Bangkok and Singapore. In March, she stopped at Hong Kong and Canton. On 19 April, the warship returned to Japan at Yokohama. That

port and Hakodate served as the foci of her operations until the first week in August. *Alert* put to sea from the latter on 5 August 1886, beginning a voyage back to the United States. She entered San Francisco on 10 September and went out of commission there on 23 September 1886.

Recommissioned at the Mare Island Navy Yard on 15 January 1887, for service on the Pacific Station, the warship departed San Francisco on 23 February and headed down the coast of Mexico toward Central and South America. She arrived off the coast of Panama—then still a province of Colombia—on 7 May. For the next 15 months, *Alert* plied the waters along the west coast of Central and South America between Panama and Peru keeping a watchful eye on the interests of the United States in a region of perennial turmoil. On 11 August 1888, she set sail from Callao, Peru, bound for Hawaii—then still an independent kingdom but heavily influenced by American residents. *Alert* arrived in Honolulu on 15 September and remained in the islands until the spring of 1889.

The ship's departure from Hawaii came in response to a maritime disaster at Samoa. Diplomatic relations strained by efforts to achieve political dominance in Samoa had brought together in Apia, Samoa, seven warships belonging to three nations. The naval strength gathered there consisted of the American ships *Nipsic*, *Trenton*, and *Vandalia*; the Germans SMS *Adler*, SMS *Eber*, and SMS *Olga*; and the lone British man-of-war HMS *Calliope*. On 15 March 1889, a hurricane struck Apia trapping the three American and three German warships in the harbor. Only HMS *Calliope* succeeded in escaping to sea early on the 16th. By the morning of the 16th, the storm increased in ferocity and battered the six remaining vessels unmercifully. All three German ships sank, as did *Trenton* and *Vandalia*. *Nipsic*, though severely damaged, managed to beach and survive the storm.

Alert left Honolulu on 18 April and set a course for Samoa to provide assistance and to escort *Nipsic* to a repair facility. She reached Apia on 3 May and remained there six days. On 9 May,

she stood out of Apia with *Nipsic* bound for Auckland, N.Z., but heavy seas forced the two warships back to Apia. From there, they moved to Pago Pago, whence they departed on the 31st. *Alert* left *Nipsic* at Fanning Island on 14 June and continued on alone to Honolulu. She returned a month later, and the two warships put to sea for the last leg of the voyage to Honolulu where they arrived on 2 August.

The steamer remained in the Hawaiian Islands until she set sail for the United States on 21 November. She arrived in San Francisco on 9 December and was decommissioned at the Mare Island Navy Yard on 6 February 1890.

Alert remained there, inactive, until recommissioned on 9 October 1890, Comdr. R. D. Hitchcock in command. She served initially on the Pacific Station, but departed Mare Island on 18 June 1891 for a summer of duty in the Bering Sea discouraging seal poachers before continuing on to permanent duty on the Asiatic Station. The warship left Unalaska on 22 August and arrived in Yokohama on 10 September. She spent the next two years cruising the waters along the Japanese, Korean, and Chinese coasts and visiting most of the major ports in the area. As in the past, her primary missions consisted of keeping an eye on American interests and showing the flag.

In the summer of 1893, orders arrived sending the ship back to the United States. She departed Yokohama on 15 August; arrived in San Francisco on 21 September; and, two days later, was placed out of commission at the Mare Island Navy Yard.

On 2 April 1894, *Alert* was recommissioned, Comdr. W. A. Morgan in command. Assigned to the Pacific Station once again, she returned to the Bering Sea late in May for a summer of duty suppressing seal poachers. The warship finished that assignment in mid-September and arrived back at San Francisco on the 27th. The following day, she moved to the Mare Island Navy Yard and remained there through the end of the year. On 24 January 1895, *Alert* departed Mare Island to take up duty off the Pacific coasts of Central and South America. Proceeding via San Diego and Acapulco, she reached San Jose, Guatemala, on 15 February. The vessel cruised along the Latin American littoral between Guatemala and Peru for over 16 months keeping watch over American interests in the region. On 2 June 1896, she departed La Libertad, Salvador (now El Salvador), to return home. After stops at several Mexican ports and at San Diego, she reached San Francisco on 17 July.

The steamer remained in the San Francisco Bay area almost two months, spending about half that time at the Mare Island Navy Yard. Between 10 September and 10 October, she made a round-trip cruise to Port Angeles, Wash. On 18 November, she stood out of San Francisco Bay on her way to conduct drills and gunnery exercises in the Hawaiian Islands. The warship arrived in Honolulu on 9 December and remained in the islands through most of the first three months of 1897. On 22 March of that year, she left Honolulu, set a course for California, and reentered San Francisco harbor on 4 April. After almost two months at San Francisco—five weeks of which were spent at the Mare Island Navy Yard—she embarked upon a voyage to Sitka, Alaska, and back.

The ship returned to San Francisco on 13 July and commenced a two-month sojourn there. On 18 September, she headed back down the west coast to Central American waters and operated off the coast of Guatemala from 4 October to 6 November before heading back to San Francisco. *Alert* arrived there on 29 November and did not put to sea again until sailing for Nicaraguan waters on 8 January 1898. She patrolled the Pacific coast of Nicaragua for almost four months before heading north once more on 29 April. *Alert* reached San Francisco on 21 May, moved to the Mare Island Navy Yard on the 23d, and was decommissioned there on 4 June 1898.

Following nearly three years of inactivity, the veteran steamer was recommissioned on 11 May 1901, Comdr. Gottfried Blocklinger in command and was assigned to the Pacific Station as a training vessel for apprentice sailors. In that capacity, she made short cruises along the California coast until decommissioned again on 10 December 1903. She was berthed in the Mare Island Navy Yard until transferred on loan to the California Naval Militia sometime early in 1907.

Although returned to the Navy on 27 February 1910, *Alert* was not reactivated until almost two years later. On 25 January 1912, she was placed in commission, in reserve, Lt. Charles E. Smith in command, in connection with her fitting out for service as a submarine tender. She was placed in full commission on 1 July 1912, Lt. Charles E. Smith still in command.

Alert tended submarines for the Torpedo Flotilla, Pacific Fleet, until late in 1917. In executing her new duties, she made short voyages along the California coast in much the same manner as she had done while serving as an apprentice training vessel.

The entry of the United States into World War I necessitated an increase of American naval strength in the Atlantic. Thus, in December 1917, the ship steamed south from San Diego, transited the Panama Canal, and proceeded to Bermuda where she took up duty as base and repair ship.

In April 1918, *Alert* returned to the west coast and resumed duties as a Pacific Fleet Torpedo Flotilla submarine tender based at San Pedro, Calif. That assignment occupied her for the remaining four years of her naval career. When the Navy adopted the alphanumeric system of hull designations on 17 July 1920, she was classified AS-4. On 9 March 1922, *Alert* was placed out of commission at the Mare Island Navy Yard. She was sold to A. Bercovich Co., Oakland, Calif., on 29 July 1922.

IV

(Steam launch: dp. 35; l. 61'6"; b. 11'3"; dr. 5'2"; dph. 5'; s. 7 k.)

The wooden-hulled steam launch *Lucy F.*—built in 1896 at Middletown, Conn.—was acquired by the United States Revenue Cutter Service (later incorporated into the Coast Guard) in November 1900. After refitting at the James Reilly Repair and Supply Co., the craft, renamed *Alert* by 7 January 1901, arrived at New Orleans on 14 June 1901. Three days later, she headed for Mobile, Ala., where she arrived on the 20th. The launch operated out of Mobile during the next four years before spending three months on quarantine duties out of Gulfport, Miss. (12 August to 23 October 1905). Soon thereafter, she resumed her regular duties out of Mobile.

With the coming of war in Europe in August 1914, *Alert* began boarding duty in Mississippi Sound, enforcing the navigation laws. Occasionally, she interrupted her discharge of these duties to carry out special assignments. In March 1915, she took a committee from the Alabama legislature on a cruise to examine oyster beds; and, the following August, carried members of the Alabama National Guard to the target range on Mobile Bay.

Transferred temporarily to the Navy on 6 April 1917 with the American entry into World War I, *Alert* operated under naval control for the duration of hostilities and into the following summer. Returned to the Treasury Department on 28 August 1919 (her name being stricken from the Naval Vessel Register simultaneously), *Alert* was subsequently sold to the Mobile Gulf and Navigation Co., Mobile, Ala., on 21 August 1920.

V

(MB: t. 39; l. 75'0"; b. 12'0"; dr. 3'9"; s. 15.6 k.; cpl. 11; a. 1 1-pdr.)

The motorboat *Alert*—built in Neponset, Mass., by George Lawley and Sons, in 1913—was acquired by the Navy under free-lease on 12 May 1917 from DeWitt T. Cuyler, of Philadelphia, Pa., for use as a section patrol boat. Designated SP-511, *Alert* was commissioned on 31 May 1917.

Assigned to the 1st Naval District, *Alert* performed local patrol duty at the Portsmouth (N.H.) Navy Yard and in the Boston area for the remainder of World War I. Decommissioned at Lawley's shipyard on 25 November 1918, two weeks after the signing of the armistice, the boat was returned to her owner on 30 November 1918.

Alex Brown

(Tug: t. 119; l. 90'; b. 24'8"; dr. 8' (mean); s. 8.5 k.; cpl. 6)

Alex Brown—a wooden-hulled, twin-screw harbor tug completed in 1912 at Tottenville, Staten Island, N. Y., by A. C. Brown and Son—was acquired by the Navy on 30 September 1918 from the Aransas Dock and Channel Co., Port Aransas, Tex.; designated SP-2725; and arrived at the Naval Station, Key West, Fla., on 11 October 1918, to serve in the 7th Naval District.

Based at Key West, *Alex Brown* performed tug and tow duties through the armistice and into 1919. Highlighting her first year was the craft's towing the capsized wreck of the burnt out *Santa Christina*, which was first sighted on 9 July 1919, burning fiercely near Rebecca Shoals (some 25 miles from Key West). Two subchasers—*SC-104* and *SC-320*—removed the 34 passengers and crew from *Santa Christina* before she turned turtle. Later that day, *Alex Brown*, in company with *SC-145*, arrived on the scene to investigate. On the 12th, since the hulk was a menace to navigation, the tug pulled it from the main stream of shipping traffic to a rarely frequented area in Key West's upper harbor.

On 17 July 1920, during the fleet-wide assignment of alphanumeric hull numbers, *Alex Brown* was classified as a harbor tug, YT-31. That autumn an event occurred which resulted in the second highlight of her naval service. On 14 November 1920, the Standard Oil Company tanker *SS Caloria* grounded in a precarious position at the mouth of the harbor, endangering "life and property" in so doing. Since no other tug was available, Commander, Naval Station, Key West, ordered *Alex Brown* to help the tanker out of her predicament, and she carried out the mission with alacrity and skill.

Ten days later, on 24 November 1920—in keeping with the Navy's policy of giving its built-for-the-purpose tugs Indian names—*Alex Brown* was renamed *Saco*. She retained this name until she was struck from the Navy list on 12 October 1926. She was sold to N. Block and Co., of Norfolk, Va., on 2 May 1927.

Alex Diachenko

On 1 March 1945, some three months after her commissioning, *Alex Diachenko* (DE-690) was renamed *Diachenko* (DE-690) (*q.v.*).

Alexander

(ScStr: dp. 6,181; l. 342'3½"; b. 43'0"; dr. 23'0"; s. 10 k. (max.); cpl. 68; a. 2 6-pdrs., 2 3-pdrs.)

Alexander—a screw steamer built in 1894 at Stockton-on-Tees, England, by Richardson Duck & Co.—was purchased by the Navy from New Star Blue Line Steamers on 25 April 1898 and was commissioned at Norfolk on 2 June 1898, Comdr. William T. Burwell in command.

Converted to a collier, *Alexander* served on the Atlantic station supporting the blockade of Cuba during the Spanish-American War. On 2 November 1898, the ship was decommissioned at Norfolk. Although she remained out of commission until the spring of 1900, it appears that she made a merchant cruise with a civilian crew—probably in 1899. On 4 March 1900, *Alexander* was recommissioned at Norfolk for duty in the collier service.

Over the next year, she made one round-trip voyage from the Atlantic coast to the Asiatic station with coal and stores. In the fall of 1901, she voyaged to South American Atlantic ports and thence, in January 1902, rounded Cape Horn and steamed on to Hawaii. The collier entered port at Honolulu on 19 February 1902 and remained there until 13 March at which time she headed back to the east coast of the United States. Late in 1902 and early in 1903, *Alexander* made another extended voyage around South America, visiting numerous Latin American ports along the way before returning to Norfolk on 21 March 1903.

By the middle of 1903, the ship was assigned to collier duty with the Asiatic Fleet. Sometime in 1907, she was reassigned to the Pacific Fleet but evidence strongly suggests that she continued voyages to the Far East. On 15 April 1910, *Alexander* was once again placed out of commission—this time at Cavite in the Philippine Islands. She returned to active service on the Asiatic station a little over 14 months later on 6 July 1911. The ship remained active just over two years. She was decommissioned at Cavite on 9 August 1913, and her name was struck from the Navy list on 16 August 1913. Her ultimate disposition is unknown.

Alexander Dallas

On 31 March 1945, *Dallas* (DD-199) (*q.v.*) was renamed *Alexander Dallas*.

Alexander H. Erickson

(Tug: dp. 150; l. 66'6"; b. 19'; dr. 7'6" (mean); s. 9 k.; cpl. 4)

Alexander H. Erickson—a tug built in 1917 by Hall and Miller, of New Baltimore, N. Y., for the Olsen Water and Towing Co., of New York City—was inspected in the 3d Naval District (New York) on 4 February 1918 and was reported as taken over by the Navy on 9 March 1918. The operations of this harbor tug—which was assigned the identification number (Id. No. 2298)—are not reflected in any logs, but sources indicate that her ultimate duty was to handle barges at Norfolk, Va. Recorded as transferred from 3d to 5th Naval District on 20 August 1919, her service in that locale was apparently quite short, since the same source indicates that she was returned to her owner on 28 August 1919. Her name was struck from the Navy list on the same day.

Alexander Hamilton

Alexander Hamilton—born at Nevis in the Leeward Islands in either 1755 or 1757—emigrated to New York in 1772. There, he entered King's College (now Columbia University) in 1773 but interrupted his studies to become involved in some of the events which led to the American Revolution by authoring several pamphlets. When the war did come, he was commissioned the captain of an artillery company. Hamilton participated in the Long Island campaign and the retreat through New Jersey before attracting General George Washington's attention and becoming his secretary and aide de camp in March 1777. He served in that capacity, in the rank of lieutenant colonel, until February of 1781 when, as a result of a quarrel with Washington, he resigned his post. Washington, both magnanimous and pragmatic in regard to Hamilton's ability, allowed him to be appointed to head an infantry regiment which he led brilliantly during the Yorktown campaign.

When the war ended, Hamilton read law at Albany, N. Y., and was admitted to the bar. He served a single term in the Continental Congress before returning to private life and beginning the law practice in New York City. However, he remained active in his support for a strong federal government. Hamilton was appointed a delegate from New York to the Constitutional Convention in 1787 though his work at the convention was of little importance. Far more significant was his almost lone struggle in New York to secure ratification of the Constitution. He waged a fierce newspaper war in favor of its adoption and concocted the idea for the *Federalist Papers*, most of which he wrote alone or in cooperation with James Madison. Though New York at the time was extremely particularist, the sheer force of Hamilton's arguments carried the day and secured the state's adherence to the Constitution at the Poughkeepsie meeting in July 1788. In that year, the young lawyer returned to the Continental Congress and figured prominently in the formation of the new government.

Hamilton was appointed Secretary of the Treasury in September 1789 and immediately set out to establish the nation's credit on a sound basis. On 14 January 1790, he submitted his plan to the House of Representatives; and the document remains one of his lasting contributions to the foundation of the federal government. He argued that the central government should be responsible for all debts contracted during the Revolution—foreign and domestic—including those debts contracted by the individual states. Though the measure encountered fierce opposition, he finally secured its adoption on 4 August 1791.

Hamilton's tenure of office as Secretary of the Treasury lasted until 1795. During that period, the verbal battles with Jefferson—Hamilton's natural antagonist—rose to fever pitch. Both conducted propaganda campaigns in the press, and Jefferson's attacks finally culminated in the introduction of nine resolutions of censure against Hamilton into Congress. The defeat of those resolutions early in 1793 proved a vindication of Hamilton and his policies. Hamilton exercised a great deal of influence over John Jay's negotiations with Great Britain which secured a treaty favorable to the new nation's domestic economy. This meddling in foreign affairs no doubt influenced Jefferson's resignation as Secretary of State at the end of 1793. Jefferson intensified his anti-Hamilton campaign after that because he felt Hamilton to be too speculative at home and pro-British abroad. Domestically, however, Hamilton was secure. He proved that in 1794 when he

played a leading role in the suppression of the Whiskey Rebellion. He regarded the Federal action at this time as an outstanding opportunity for the central government to exhibit its strength.

Personal financial difficulties forced Hamilton to resign from the cabinet in January 1795 and he never returned to public office. He did, however, continue to support the Federalist cause and remained a close advisor to Washington. Personal antipathy to John Adams minimized Hamilton's influence during that presidency, though he tried to exercise it upon Adams' cabinet nonetheless. His last two great acts came in 1800 and 1804, respectively, and both had Aaron Burr as their target. During the election of 1800, when Jefferson and Burr tied for the Presidency and the election went to the House of Representatives, Hamilton broke with the other Federalists and used his influence to secure Jefferson's election. In 1804, he successfully maneuvered to assure Burr's defeat in his bid to become governor of New York. Burr, it was believed, would probably have joined the secessionist Northern Confederacy had he been elected. As a result, Burr challenged Hamilton to a duel on the pretext that the latter had expressed a "despicable opinion of him." The affair took place at Weehawken, N.J., on 11 July 1804. Burr wounded Hamilton mortally, and the latter died the following day. Hamilton was buried at Trinity Church in New York.

I

(RC: dp. 223; cpl. 38; a. 1 4")

The first *Alexander Hamilton*—a revenue cutter constructed in 1870 and 1871 at Buffalo, N.Y., by David Bell—was commissioned in the Revenue Cutter Service in October 1871.

Between 1871 and 1898, the cutter operated with the Revenue Cutter Service along the eastern seaboard of the United States between Virginia and Massachusetts. During that service, she operated from various bases including Boston, Mass.; Philadelphia, Pa.; and Norfolk, Va. On 24 March 1898, impending hostilities with Spain over the unresolved instability and oppressive rule in Cuba prompted President McKinley to issue an executive order instructing the Revenue Cutter Service to cooperate with the Navy.

Alexander Hamilton departed Baltimore on 26 March and reported for duty at Norfolk on the 28th. She conducted defen-

sive patrols out of Norfolk until midsummer. By the beginning of August, the cutter was at Key West, Fla., undergoing repairs to her rudder. On 10 August, she departed Key West, bound for the blockade off Havana. She joined the fleet there on the 11th, delivered mail, and took up station with the blockading force. The following day, she came under enemy fire but, rather than return the desultory shots, she hauled off out of range. On 13 August, she completed her brief tour on the blockade and headed, via Key West, to Charleston, S.C., where she arrived on 17 August. That same day, she was returned to the jurisdiction of the Treasury Department.

She resumed service with the Revenue Cutter Service with cruises along the Carolina coast. Later, her area of operations was extended to include portions of the Florida coast. By the spring of 1903, the cutter was operating in the eastern portion of the Gulf of Mexico. In June 1904, her cruising grounds were extended west to Mobile, Ala. That area remained her zone of operations for the remainder of her career. On 31 January 1906, *Alexander Hamilton* was placed out of commission at Mobile, Ala. She was sold to Mr. Lee Kimball, of Mobile, on 6 March 1906 and was delivered to him on 26 March.

II

(Coast Guard Cutter No. 69: dp. 2,350 (tl.); l. 327'0"; b. 41'0"; dr. 12'6" (max.); s. 19.5 k.; cpl. 123; a. 3 5", 2 6-pdr., 1 1-pdr.; ac. 1; cl. *George M. Bibb*)

The second *Alexander Hamilton* (Coast Guard Cutter No. 69)—a twin-screw, steel-hulled Coast Guard cutter—was laid down on 11 September 1935 at the New York Navy Yard; launched on 6 January 1937; sponsored by Miss Mary Schuyler Hamilton, the great-great-granddaughter of the first Secretary of the Treasury; and commissioned at her builder's yard on 4 March 1937, Comdr. Charles G. Roemer, USCG, in command.

After fitting-out, the new Coast Guard cutter sailed for Oakland, Calif., her assigned duty station. Proceeding via the Panama Canal, which she transited between 14 and 17 June 1937, *Alexander Hamilton* reached her destination on 29 June. That summer, her name was shortened to *Hamilton*.

Hamilton departed Oakland on 15 July 1938 for her first extended deployment, to carry out part of the Coast Guard's annual



Alexander Hamilton (WPG-34) at the Norfolk Navy Yard, 27 December 1941. Her main battery at this time consists of three single-purpose 5-inch guns (two, in shields, forward and one aft) and three dual-purpose 3-inchers. She retains a heavy kingpost aft, originally part of her aircraft-handling equipment. The shield for her number two 5-inch mount carries an "E", as does the shield for the starboard 3-inch mount, aft. She was still wearing those markings when she was sunk a little over one month later. (NH 96648)

Bering Sea patrol and render aid, where needed, to the local inhabitants in the isolated and widely scattered settlements in the Alaskan territory. She touched briefly at Seattle, Seward, and Kodiak en route, and reached Unalaska, near the western end of the Aleutian chain, on 26 July. She proceeded thence to Egekkik, on an inlet of Bristol Bay, and there brought off an injured man for transportation to Unalaska on 8 August.

Hamilton returned to Bristol Bay, having received reports from cannery officials that Japanese ships had been casting their nets and fishing off Cape Chirikof in June. The cutter patrolled those waters, visited Nunivak Island, and provided medical relief to natives at the village of Koot, before she returned to Unalaska on 17 August. After responding to another medical emergency—bringing a young girl in great physical distress from Popof Island to Unalaska—*Hamilton* resumed her patrolling Alaskan waters, ultimately arriving at Nome, on the shores of Norton Sound, on 27 August. She sailed soon thereafter for Dutch Harbor, and visited St. Paul, in the Pribilof Islands, on 30 August.

Proceeding thence to Akutan, where she arrived on 14 September, *Hamilton's* doctors and dentists treated medical and dental cases awaiting their attention. Three days later, the cutter contacted the British freighter SS *Athel Templar*, which had reported two cases of dysentery and cholera on board, and granted the ship permission to anchor at Dutch Harbor to allow a Coast Guard medical officer to examine the patients. Both ships then proceeded to Unalaska, arriving on the evening of 18 September.

The second leg of *Hamilton's* Bering Sea cruise of 1938 commenced with the ship's visit to Chignik, on the Alaska peninsula, on 26 September, where she embarked two native women for transportation to Unalaska for medical treatment. The following day, while en route, *Hamilton* sought shelter from a gale in the waters off Popof Island, and while there rendered dental assistance to four needy natives. The cutter reached her ultimate destination, Unalaska, and transferred the sick women to the hospital there, soon thereafter.

Hamilton proceeded thence to Nome and Teller, the latter a settlement near the tip of the Seward peninsula and Bering Strait, before she steamed to St. Lawrence Island, thence to St. Michael and Nome. The ship returned to Dutch Harbor on 11 October, and spent the next two weeks carrying out a number of short trips, beginning at Seward on 14 October when she embarked the Honorable Anthony Dimond, delegate-at-large from Alaska, and Dr. G. A. Dale, Supervisor of the Office of Indian Affairs, and ending at Unalaska on 26 October. The ship's Grumman JF-1 "Duck" amphibian conducted flights from Kodiak to Afognak and Uzinki, while the ship visited Old Harbor, Akhiok village, Alitak Bay, Karluk, Chignik, Unga, Popof Island, Belkofski, King Cove, and Akutan, providing medical and dental assistance as required at each port and settlement. Reaching Seward on 1 November, *Hamilton* disembarked her passengers and sailed thence for Oakland, arriving on 5 November. During the four months she had spent in the Bering Sea region, the ship had steamed over 15,000 miles.

On 19 July 1939, *Hamilton* was earmarked for a one year's scientific cruise to south and central Pacific islands in connection with a scientific expedition jointly sponsored by the National Geographic Society and the University of Virginia. On 1 September 1939, however, war broke out in Europe. On 5 September, President Franklin D. Roosevelt proclaimed American neutrality in the conflict and ordered the formation of a neutrality patrol by the Navy to report and track any belligerent air, surface, or submarine activity in the waters off the United States' east coast and in the West Indies. The following day, *Hamilton's* scientific cruise was cancelled, and on 8 September the ship was ordered to Norfolk.

Arriving at her new home port on 5 October 1939, *Hamilton* soon sailed for her first neutrality patrol, assigned administratively to the Navy's Destroyer Division 18. She patrolled off the Grand Banks, and ultimately put into Boston on 27 October. Sailing on 6 November, *Hamilton* relieved sister ship *Campbell* on the Grand Banks patrol with orders to identify foreign men-of-war, be on the lookout for any unneutral activities, and report anything of an unusual nature. Obtaining all possible information from the ships she encountered, the cutter illuminated her ensign by searchlight at all times, and prefaced all signals with Coast Guard identification. She wound up her second cruise on 17 November.

On *Hamilton's* third cruise (7 to 17 December 1939), the ship again operated on the Grand Banks, joining in the search at the outset of the voyage for the overdue trawlers *Madeleine* and *Flora* and relieving sister ship *Duane* as Commander, Special Patrol Force "A." She questioned all passing ships about the whereabouts of trawlers sold to the French government until she received information telling of their detention. The Coast Guard cutter returned to Norfolk on 18 December.

Returning to the familiar waters of the Grand Banks after departing Norfolk on 6 January 1940, *Hamilton* patrolled areas "Cast" and "Dog." During the course of this voyage, she received several distress calls, including one from the trawler *Crest* which reported a sick man on board requiring removal to shoreside hospital facilities. Although *Hamilton* altered course and prepared to go the rescue, other ships proved closer and rendered assistance. As the Coast Guard cutter continued her patrol, she noted a growing reluctance of some ships to answer signals and identify themselves.

Arriving back at Norfolk on 18 January 1940, *Hamilton* was next assigned duty in connection with the establishment of ocean weather stations, in February 1940. Since the war had stopped the flow of weather data from merchant ships, the Coast Guard drew the duty of maintaining continuous patrol of two 327-foot cutters (*Hamilton* and her sister ships), covering a quadrangular area in mid-Atlantic between the Azores and Bermuda. Their duty involved steaming on station within a certain radius of the prearranged position at all times.

During *Hamilton's* first cruise on weather observation patrol (27 February to 1 March), the Coast Guard cutter's embarked meteorologists from the Weather Bureau made observations with radiosondes and balloons, and the ship provided Pan American Airways' Boeing 314 flying boats—"Yankee Clipper," "Dixie Clipper," and "American Clipper"—with weather and position reports and transmitted radio signals to allow the planes to take accurate bearings. *Hamilton's* next two cruises (from 29 April to 28 May and from 2 to 29 July) saw the ship continuing her work of weather reporting, identifying foreign-flag vessels, and furnishing the "Clippers" with necessary meteorological information. As on all cruises, *Hamilton's* radiomen maintained a double watch when the "Clippers" passed overhead on the transatlantic run. Her fourth cruise (from 4 to 30 September) followed the routine that had been established in the first three, except that during this voyage she spotted foreign armed freighters, a convoy, and planes from a carrier air group. She also encountered hurricane weather for the first time.

Upon completion of her fourth weather station cruise, *Hamilton* underwent voyage repairs and upkeep at Norfolk before she returned to sea on 8 October, performing duty as patrol vessel in the offshore waters of the 5th Naval District, steaming between Winter Quarter Lightship and Frying Pan Shoals. She conducted neutrality patrol duties, observing foreign ships passing through district waters, and maintained station off Cape Hatteras—the most likely locality in which ships in distress could be encountered. She wound up the cruise on 17 October.

Over the summer, *Hamilton* had increased the number of boat and gun drills carried out—an activity which reflected the increasing tension in the Atlantic. During the course of *Hamilton's* ninth patrol on weather station (25 August to 23 September), an incident occurred in the North Atlantic which profoundly effected the conditions under which American naval vessels would operate. On 4 September 1941, the German submarine U-652 fired torpedoes at the destroyer *Greer* (DD-145) as the latter tracked her, 175 miles southwest of Iceland.

On 11 September, President Roosevelt gave the Navy orders to "shoot on sight" any vessel threatening United States shipping, or shipping under American escort. *Hamilton* took special precautions against submarine and aircraft attack, darkened ship, ran zig-zag courses, and stationed two extra lookouts on each bridge wing and one astern. In addition, all hands—including officers and wardroom stewards—turned out with brushes and painted ship, the once-glistening white cutter donning a more warlike coat of dark gray ("Measure One") camouflage, while at sea.

Hamilton's fifth cruise on the arduous ocean station duty commenced on 8 January 1941 and ended on 3 February. Despite the excellent seakeeping qualities of the 327-foot cutters, *Hamilton* found her binnacle list swelled by sailors injured by the motion of the ship as she battled high winds and heavy seas. On 15 January, for example, 20 men reported to sick bay with bruises

and contusions as the cutter responded to an SOS from the freighter SS *West Kebar*.

As before, *Hamilton* furnished the "Clippers" with necessary weather information, and carried out the usual meteorological observations with radiosondes, balloons, and from the surface. Late in the cruise, on 27 January, one of her men suffered an appendicitis attack; and the ship proceeded immediately to Bermuda, later sighting a 35-ship convoy forming up under the protective wing of escort ships.

Hamilton encountered violent rainstorms and heavy seas on her sixth cruise (16 March to 10 April), and among the sightings of foreign-flag ships was one which changed course soon after being sighted, as if endeavoring to run from the cutter. The next two cruises (16 May to 11 June, and 25 June to 21 July), proved uneventful—the ship providing information for the "Clippers" and reporting the weather—with one exception. During the second of those cruises, *Hamilton* sighted a Japanese ship which did not answer calls and proceeded on her way.

Following her tenth and final weather patrol (17 October to 5 November 1941), *Hamilton* underwent voyage repairs and upkeep at Norfolk that lasted through the American entry into World War II on 7 December with the Japanese attack on the Pacific Fleet at Pearl Harbor. *Hamilton's* overhaul at Norfolk was completed on 27 December 1941, and the ship was assigned to the Navy for duty escorting convoys—work pioneered by her sister ships *Campbell* and *Ingham* with great success. She soon sailed for the Naval Operating Base, Argentina, Newfoundland, to commence her new wartime assignment.

At this point, with *Hamilton* operating with the Navy (the Coast Guard having been transferred to Navy jurisdiction on 11 September 1941), a problem arose due to the fact that the Coast Guard cutter's name was identical to that of the fast minesweeper *Hamilton* (DMS-18). Accordingly, the Navy requested the Coast Guard to restore the cutter's full name, *Alexander Hamilton*. Coast Guard Operational Memorandum No. 17 of 12 January 1942 officially effected this change. Also during this early wartime period, the ship was classified as a gunboat, WPG-34.

Clearing Argentina in company with the destroyer *Niblack* (DD-424) and the older "flush-deck" destroyers *Tarbell* (DD-142) and *Overton* (DD-139), *Alexander Hamilton* rendezvoused with convoy HX-170 southwest of Argentina on the evening of 15 January 1942—29 ships bound for the mid-ocean meeting point (MOMP) where they would be turned over to British escorts for the remainder of the voyage to the British Isles. Two additional destroyers, *Ellis* (DD-154) and *Greer*, together with the gunboat *St. Augustine* (PG-54), swelled the escort force at the outset of the voyage as coastal escort, until they were detached for other work two days later.

Reaching the MOMP on 22 January, buffeted by heavy seas and a massive gale that struck that evening, HX-170 marked time awaiting the arrival of the tardy British escort force. Low fuel states compelled the detachment of *Tarbell* and *Overton*, leaving the entire convoy under the protection of *Alexander Hamilton* and *Niblack* until the British force finally arrived on the afternoon of the 24th. Her mission completed, *Alexander Hamilton* shaped a course for Iceland.

As *Alexander Hamilton* was making her way there, the storeship *Yukon* (AF-9) suffered an engine casualty while en route to join convoy ON-57, a half-hour before midnight on 23 January 1942. Directed to the scene, the Coast Guard cutter arrived on the 25th and took the disabled "beef boat" in tow. The destroyer *Gwin* (DD-433) provided an escort, and the little convoy then crept toward Reykjavik at a snail's pace.

By noon on the 29th, the three ships were only ten miles from their destination. The British tug *Frisky* put out from Reykjavik to take *Yukon* in tow, while the two escorts screened the operation. *Alexander Hamilton* then cast off the tow line and proceeded ahead, slowly, to keep clear of the tug and her charge, eight miles off Skaggti Point light, near the entrance to the swept channel to Reykjavik. At 1312 on 29 January 1942, a torpedo from *U-132*—which had been patrolling off Reykjavik since 21 January—struck the cutter amidships without warning. One torpedo, of a four-torpedo spread, smashed into *Alexander Hamilton's* starboard side, directly abeam of the stack. It hit the fireroom bulkhead and flooded the two largest compartments of the ship, blew up two boilers, exploded directly under the main electrical switchboard, demolished the starboard turbines and flooded the auxiliary engine room, and wrecked the auxiliary radio generator and emergency diesel generator as well.

The blast also destroyed three of the ship's seven boats. The interior of the ship was plunged into darkness—no heat, steam, nor electricity remained.

While *U-132* escaped the attention of nearby destroyers over the next several hours (she would ultimately reach La Pallice on 8 February and be sunk on 5 November 1942 by British planes) *Alexander Hamilton* settled lower in the water. Twenty-six men were killed instantly; six died later of the injuries sustained in the torpedoing. Ten more injured men required hospitalization. At 1345, eight officers and 75 enlisted men went over the side into the four remaining boats; Icelandic fishing trawlers then took these 81 men on board and carried them to Reykjavik.

With *Alexander Hamilton* down at the stern by some eight to ten feet by 1447, *Gwin* came alongside briefly to take off the last of the cutter's crew, including her commanding officer, Comdr. Arthur G. Hall, USCG, who had ordered "abandon ship" when it became evident that, with the ship powerless and in imminent danger of being torpedoed a second time, nothing more could be done at that point.

That evening, the British tug *Restive* attempted to take the crippled cutter in tow, abandoning the effort after two hours due to the heavy seas. Brief consideration was given to having *Gwin* transfer a skeleton crew to *Restive* to attempt to board *Alexander Hamilton* but, again, the weather prompted abandonment of those plans. Throughout the night, *Restive*, *Frisky*, and the Coast Guard tug *Redwing* attempted to salvage the ship, but without success.

At 1015 the following day, the seas having moderated, *Frisky* took *Alexander Hamilton* in tow and, as the day wore on, progressed 18 miles. The cutter's list increased rapidly to starboard, however, and she suddenly capsized at 1728 on 30 January 1942 at 64°32' north latitude, 22°58' west longitude. She remained afloat, though, bottom-up, and *Ericsson* (DD-440), which had arrived on the scene that morning to join the destroyer *Livermore* (DD-430) and seaplane tender *Belknap* (AVD-8) in escorting the salvage group, was then given the task of sinking the derelict. Three hits put *Alexander Hamilton* lower in the water, but she still remained defiantly afloat at nightfall, her hull barely awash. The cutter was reportedly still afloat that evening, prompting the dispatch of *Ericsson* to the scene, but the destroyer arrived the following morning to find only an oil slick.

III

(SSBN-617: dp. 6,700 (surf.), 7,363 (subm.); l. 425'; b. 33'; dr. 32'; s. 20 + k.; cpl. 156; a. 16 Polaris, 4 21" tt.; cl. *Lafayette*)

The third *Alexander Hamilton* (SSBN-617) was laid down on 26 June 1961 at Groton, Conn., by the Electric Boat Division, General Dynamics Corp.; launched on 18 August 1962; sponsored by Mrs. Valentine Hollingsworth, Jr., the great-great-granddaughter of Alexander Hamilton; and commissioned on 27 June 1963, Comdr. Norman B. Bessac (Blue Crew) and Comdr. Benjamin F. Sherman, Jr., (Gold Crew) in command.

Between 28 June and 18 October, *Alexander Hamilton* carried out two shakedown cruises—one for her Blue crew and a second for her Gold. Following those operations, she conducted post-shakedown availability. After trials early in 1964, she departed the east coast on 16 March to deploy to Rota, Spain, her base of operations. She conducted deterrent patrols out of that port for the remainder of the year as a unit of Submarine Squadron (SubRon) 16. In January 1965, the fleet ballistic missile submarine transferred to SubRon 14 and based at Holy Loch, Scotland. Her cycle of patrols from there lasted until 2 June 1967 at which time she returned to the United States at Charleston, S.C. Later that month, she moved north to New London, Conn., and thence into the Electric Boat yard on the 18th to begin her first overhaul and nuclear refueling.

Alexander Hamilton completed the overhaul on 28 June 1968 and conducted post-overhaul trials, inspections, and shakedown training until early October. In November, she was deployed to Rota and conducted a deterrent patrol en route to her new base where she arrived on 30 December. For the next four years, the submarine operated from that Spanish port—again as a unit of SubRon 16. At the conclusion of her 31st deterrent patrol, she returned to Charleston in November 1972 and, in January 1973, began her second refueling overhaul—combined with a conversion to carry Poseidon missiles—at the yard of the Newport

News Shipbuilding & Dry Dock Co. The work on those two modifications lasted for over two years. The submarine carried out shakedown in April of 1975 and devoted the remainder of the year to training and various post overhaul trials. She conducted deterrent patrols 32 and 33 in the early part of 1976. *Alexander Hamilton* concluded the latter patrol at Holy Loch, Scotland, in May 1976 and conducted her next three patrols from that base. While on patrol 36, the fleet ballistic missile submarine visited Port Canaveral, Fla., and New London, Conn., before concluding that patrol at Charleston, S.C., in March 1977. During March and April, she completed refit and conducted refresher training. In July, she departed Charleston for another deterrent patrol which ended with her arrival at Holy Loch in September.

From that Scottish base, the fleet ballistic missile submarine conducted deterrent patrols 39 and 40. She departed Holy Loch in May 1978 for patrol 41 and concluded it at Charleston in July. The warship remained there until August when she got underway for New London. She arrived at New London early in September and, after exchanging crews, embarked upon deterrent patrol 42 later that month. She ended that patrol at Holy Loch in October. Over the next year, she made four patrols from the base in Scotland. On 31 October 1979, *Alexander Hamilton* departed Holy Loch on her 46th deterrent patrol, ending it at Charleston on 7 December. Early in January 1980, the ballistic missile submarine departed Charleston on deterrent patrol 47. She concluded that patrol at Holy Loch on 17 March 1980 and, for the remainder of the year, operated from that base.

Alexander Hamilton's deterrent patrols out of Holy Loch continued until 1986. At that time, she was to have been decommissioned in order to remove her from the fleet as a gesture of goodwill in accordance with the terms of the unratified SALT II strategic arms limitation treaty. Upon her arrival in Groton early in 1986, the ballistic missile submarine began preparations for deactivation. The grounding of *Nathanael Greene* (SSBN-636), however, forced the Navy to change its plans. What had been a deactivation overhaul quickly became a four-week maintenance availability to get *Alexander Hamilton* ready for active service. In April, the warship sailed to Charleston, S.C., for further work conducted in the floating drydock *Alamogordo*

(ARDM-4). While at Charleston, she also served at sea occasionally as a training platform. In mid-June, the warship returned to Groton. During the summer of 1986, *Alexander Hamilton* participated in training cruises for Naval Academy and NROTC midshipmen.

In August, she learned that her refueling overhaul would be conducted by the Puget Sound Naval Shipyard. The nuclear-powered ballistic missile submarine departed Groton on 1 October to begin the long voyage to Bremerton, Wash. Steaming by way of the Panama Canal, she arrived at her destination late in November. *Alexander Hamilton* formally began her refueling overhaul on 30 November and, as of the beginning of 1987, was still at the Puget Sound Naval Shipyard.

Alexander J. Luke

Alexander Joseph Luke—born on 18 April 1916 at Philadelphia, Pa.—enlisted there in the Marine Corps on 21 June 1934 and underwent boot camp training at the Marine Corps Recruit Depot, Parris Island, S.C.

After duty at the Marine Barracks at the Norfolk Navy Yard, Portsmouth, Va., and at the Naval Torpedo Station, Newport, R.I., Private Luke served in the 4th Marines, at Shanghai, China, between 20 April 1936 and 20 April 1938. During that time, the regiment guarded American interests and ensured the territorial integrity of the neutral International Settlement during the Sino-Japanese hostilities that threatened the city of Shanghai between August and November 1937.

Subsequent tours of shore duty followed in the United States—first at the Marine Barracks in the Philadelphia Navy Yard and then at the Norfolk Navy Yard. During that time, he was promoted to corporal on 2 November 1939 and to sergeant on 22 May 1941.

Ultimately, with the rank of platoon sergeant, Luke was assigned to Company "E", 1st Raider Battalion, 1st Marine Division, Fleet Marine Force, and sailed for the South Pacific in the spring of 1942 to prepare for the initial American amphibious assault of the war in the Pacific in the British Solomon Islands.



Alexander J. Luke (DE-577), at New York City, 1 June 1946, following her conversion to a radar picket ship. (NH 79724)

At 0830 on 7 August 1942, Company "E" landed at Tulagi in the second assault wave and, in concert with Company "F", 1st Raider Battalion, moved inland to clean out Japanese snipers infesting the western end of the island. That night—as Major General Alexander A. Vandegrift, USMC, the 1st Marine Division commander, later reported—"the Marines had their first taste of the Jap at his best in a savage all-night fight."

The Japanese counterattacked and initially succeeded in driving a wedge between two Raider companies. During the gallant holding action, Platoon Sergeant Luke saw one of his machine gunners crumple, dead, behind his weapon. Despite heavy enemy fire, Luke rushed to the gun to put it back in action. His grim determination was typical of the spirit of the marines who succeeded in repulsing the tenacious enemy attack. Ultimately succumbing to the severe gunshot wounds he suffered on the night of 7 August, Luke—awarded posthumously a share of the 1st Marine Division's Presidential Unit Citation and the Silver Star—was buried on Tulagi.

(DE-577: dp. 1,740; l. 306'; b. 37'; dr. 13'6"; s. 23.6 k.; cpl. 213; a. 3 3", 4 40mm., 10 20mm., 2 det., 8 dep.; cl. *Buckley*)

Alexander J. Luke (DE-577) was laid down on 5 November 1943 by the Bethlehem-Hingham Shipyard, Hingham, Mass.; launched on 28 December 1943; sponsored by Catherine B. Luke, mother of Sgt. Luke; and commissioned on 19 February 1944, Lt. Comdr. Herbert A. Peterson in command.

While returning to Boston on 2 March, the destroyer escort ran aground and suffered minor damage. After a period of drydocking for repairs, she got underway on 16 April for a shake-down cruise to Bermuda and returned to Boston on 15 May for post-shakedown availability.

The ship reported to Norfolk, Va., in early June and began conducting exercises as a training ship for precommissioning details. On 13 July, *Alexander J. Luke* sailed as a unit of Escort Division 66 in company with a convoy bound for Bizerte, Tunisia. The ship returned to the Virginia capes area on 27 August. Following an availability period and training exercises at Boston and Casco Bay, Maine, *Alexander J. Luke* joined Task Group 62.7 for another voyage to the Mediterranean. She sailed with a convoy to Algeria on 27 September and returned to Boston on 4 November.

Upon arriving in Boston, *Alexander J. Luke* entered drydock. She got underway on 23 November for a period of antisubmarine warfare exercises and tactical maneuvers conducted at Casco Bay; Argentia, Newfoundland; Halifax, Nova Scotia; and New London, Conn. On 21 March 1945, the ship returned to convoy duty, sailing for Great Britain. She made port calls at Londonderry, Ireland; Liverpool and Falmouth, England; and Loch Alsh, Scotland. Having completed this mission, she reported to the Brown Shipbuilding Corp., Houston, Tex., on 22 June for conversion to a radar picket escort ship.

The yard work was completed on 7 December, and the ship received the new designation DER-577. *Alexander J. Luke* departed Houston on 8 January 1946. She headed to Guantanamo Bay, Cuba, for shakedown and refresher training. On 1 February, the destroyer escort sailed to Casco Bay for further training and inspections. She reported to Norfolk on 17 February and began preparations for rejoining the active fleet. In late March, the destroyer escort was involved in maneuvers with *Mindoro* (CVE-120). On 17 April, she steamed from Hampton Roads for spring maneuvers in the Caribbean and arrived in Trinidad on the 24th. In early May, *Alexander J. Luke* plane-guarded *Salerno Bay* (CVE-110). She later took part in landing exercises at Culebra Island, Puerto Rico. The vessel departed the Caribbean and arrived in New York City on 26 May.

Alexander J. Luke remained in New York through 10 June, then shifted operations to Casco Bay. From 1 to 26 July, the destroyer escort was in availability. Following this, the ship remained dockside and was used for training personnel. On 6 September, she moved to the New York Naval Shipyard for hull repairs.

The destroyer escort sailed on 7 January 1947 for Norfolk. She joined *Sicily* (CVE-118) and her screen and sailed on 18 January for Guantanamo Bay. Upon their arrival, the ships began three weeks of hunter/killer exercises. On 10 February, *Alexander J. Luke* touched back at Norfolk. She continued her routine of antisubmarine warfare exercises and tactical maneuvers held along the east coast through 18 October 1947. On that date,

Alexander J. Luke was placed out of commission, in reserve, at Charleston, S.C.

Alexander J. Luke was redesignated DE-577 in August 1954. The ship was never modernized, and an inspection found her unfit for further service. *Alexander J. Luke* was struck from the Navy list on 1 May 1970 and was sold for scrapping.

Alexander, John see *John Alexander*

Alexandria

The Civil War steamer was named for Alexandria, Louisiana; and the World War II frigate for Alexandria, Virginia. The attack submarine honors both cities.

I

(SwStr: t. 60; l. 89'9"; b. 15'; dph. 5'; dr. 4'; s. 3 to 4 k.; a. 1 24-pdr. sb., 1 12-pdr. field carriage)

St. Mary—a small, wooden-hulled, side-wheel steamer built at Plaquemine, Pa.—was presented to the Confederate government upon completion early in 1862. Protected by bales of cotton, the vessel operated on the Yazoo and Tallahatchie Rivers for the remainder of that year and into the summer of 1863. On 13 July, a Union joint Army-Navy expedition of four warships and 5,000 troops captured *St. Mary* at Yazoo City, Miss.

Although apparently never condemned by a prize court because she was appraised at less than \$8,000, *St. Mary* was taken into the Union Navy. On 18 September 1863, Rear Admiral David Porter wrote to the Secretary of the Navy, Gideon Welles, requesting permission to retain the prize for naval service and asking that the ship be renamed *Yazoo*. However, this suggestion was never approved. Although surviving records are not conclusive, it seems that after the prize had been repaired, Admiral Porter may have used the steamer in the autumn as a non-commissioned dispatch boat. However, the side-wheeler was placed in commission as *Alexandria* at Cairo, Ill., on 12 December 1863, Acting Master D. P. Rosenmiller, Jr., in command. She served in the 1st District of the Mississippi Squadron and operated between Donaldsonville, La., and Cairo. After the collapse of the Confederacy, the ship was decommissioned at Cairo, Ill., on 7 August 1865 and sold at auction at Mound City, Ill., on 17 August 1865 to W. Markham of Baton Rouge, La. Documented as *Alexandria* on 4 October 1865, the ship served on the Mississippi and her tributaries until lost sometime in 1867. No documents containing specific information on her destruction seem to have survived.

II

(PF-18: dp. 1,430; l. 303'11"; b. 37'6"; dr. 13'8"; s. 20.3 k. (tl.); cpl. 190; a. 3 3", 4 20mm., 8 dep., 1 dep. (hh.), 2 det.; cl. *Tacoma*; T. S2-S2-AQ1)

The second *Alexandria* (PF-18) was laid down under a Maritime Commission contract (MC hull 1848) on 23 June 1943 at Lorain, Ohio, by the American Shipbuilding Co.; launched on 15 January 1944; sponsored by Mrs. J. Leslie Hall; and towed down the Mississippi River to New Orleans where she was fitted out and then commissioned on 11 March 1945, Lt. Comdr. C. G. Houtsma, USCG, in command.

Alexandria conducted shakedown and antisubmarine warfare (ASW) training out of Guantanamo Bay, Cuba, in late March and early April. She concluded shakedown on 19 April and put into the Norfolk Navy Yard on the 22d to begin post-shakedown availability. Her repairs were finished on 4 May; and, three days later, the war in Europe ended. The latter event obviated the primary mission for which she had been constructed, prosecution of the Battle of the Atlantic against German U-boats. Thus, when she reported for duty with the Commander, Destroyers, Atlantic Fleet, on 15 May, the patrol frigate received an alternative assignment as a weather ship. After receiving modifications at the Charleston Navy Yard, she began weather patrol duty off the Newfoundland coast late in June 1945.

That duty—broken only by a visit to Alexandria, Va., in late October and early November—lasted until February 1946 when

the ship was declared surplus to the needs of the Navy. She arrived at the Boston Naval Shipyard on 12 February and remained there just under one month. On 12 March, *Alexandria* arrived in Norfolk, Va., where she was decommissioned on 10 April 1946. Her name was struck from the Navy list on 21 May 1946. On 18 April 1947, the former patrol frigate was sold to the Sun Shipbuilding & Drydock Co., Chester, Pa., for scrapping.

III

(SSN-757: dp. 5,723 (surf.), 6,927 (subm.); l. 360'; b. 33'; dr. 32.3'; s. 20+ k.; cpl. 127; a. 4 21" tt., SUBROC, Harpoon; cl. *Los Angeles*)

The third *Alexandria* (SSN-757) was laid down on 19 June 1987 at Groton, Conn., by the Electric Boat Division of the General Dynamics Corp. Her launch was projected for June 1990 and her completion for July 1991.

Alfred

As a child, Alfred—the youngest son of Aethelwulf, King of the West Saxons—exhibited a love of learning and made two trips to Rome. During these travels, he noticed the contrast between civilized conditions on the European continent and the primitive state of his native Wessex. As a result, he devoted his life to raising the level of culture in his homeland. After succeeding his brother, Aethelred, to the throne in 871, Alfred demonstrated great skill as an administrator and political leader. He brought men of learning to Wessex and encouraged the translation of outstanding books from Latin into Anglo-Saxon, besides devoting much of his own time to translation.

Despite intellectual interests and a peaceful disposition, Alfred was a great military leader and succeeded in stemming the Danish conquest of England. He realized that a navy was necessary to defend his realm and, because of the dearth of Anglo-Saxon sailors, brought Frisian mariners to England from across the North Sea to man ships which he had constructed to guard England's coasts. This accomplishment won him the title, "Father

of the Royal Navy," and the overall success of his almost three decades of rule has caused history to remember him as "Alfred the Great."

(Ship: t. 440; cpl. 220; a. 20 9-pdr. sb., 10 6-pdr. sb.)

Alfred—a ship-rigged vessel originally named *Black Prince*—was built at Philadelphia in 1774. No record of her builder seems to have survived, but it is possible that John Wharton may have constructed the ship.

John Barry served as the ship's only master during her career as a Philadelphia merchantman. Launched in the autumn of 1774, as relations between the American colonies and the mother country grew increasingly tense, *Black Prince* was fitted out quickly so that she could load and sail for Bristol on the last day of 1774. The ship did not return to Philadelphia until 25 April 1775, six days after the battles of Lexington and Concord.

Fearing that American commerce would soon be interrupted, her owners were eager to export another cargo to England, so they again raced to load and provision her. *Black Prince* sailed on 7 May, this time bound for London. She did not reach that destination until 27 June. The ship left the Thames on 10 August, but encountered contrary winds during much of her westward voyage and finally returned to Philadelphia on 4 October.

While the ship had been abroad, much had happened to deepen the American conflict with England. The Battle of Bunker Hill had been fought, the other colonies acting in Congress had pledged to support Massachusetts in its struggle for freedom, and George Washington had taken command of the American Army besieging British-occupied Boston. Moreover, private correspondence which *Black Prince* had brought from England to members of the Continental Congress reported that the British Government was sending to America two unarmed brigs heavily laden with gunpowder and arms.

This intelligence prompted Congress on 13 October to authorize the fitting out of two American warships, of 10 guns each, to attempt to capture these ships and divert their invaluable cargoes to the ill-equipped soldiers of Washington's army. Congress decided, on 30 October, to add two more ships to the navy, one of



Alfred, at Philadelphia, 3 December 1775, hoists the Grand Union flag for the first time, in this painting by W. Nowland Van Powell. (NH 85212-KN)

20 guns and the other slightly larger, but not to exceed 36 guns. *Alfred* undoubtedly was the latter ship.

As a result, the Naval Committee purchased *Black Prince* on 4 November 1775, renamed her *Alfred* four days later, and ordered her fitted out as a man-of-war. Her former master, John Barry, was placed in charge of her rigging; Joshua Humphreys was selected to superintend changes strengthening her hull, timbers, and bulwarks as well as opening gunports; and Nathaniel Falconer was made responsible for her ordnance and provisions.

Soon four other vessels joined *Alfred* in the Continental Navy: *Columbus*, *Cabot*, *Andrew Doria*, and sloop *Providence*. Esek Hopkins, a veteran master of merchantmen from Rhode Island, was appointed commodore of the flotilla. *Alfred* was placed in commission on 3 December 1775, Capt. Dudley Saltonstall in command, and became Hopkins' flagship.

The new fleet dropped down the Delaware River on 4 January 1776; but a cold snap froze the river and the bay, checking its progress at Reedy Island for some six weeks. A thaw released Hopkins' warships from winter's icy grasp in mid-February, and the fleet sortied on 18 February for its first operation. The Marine Committee had ordered Hopkins to sail for Hampton Roads to attack British warships which were harassing American shipping in Virginia waters; then to render similar service at Charleston, S.C.; and, finally, to head for Rhode Island waters. He was given the discretion of disregarding these orders if they proved impossible and planning an operation of his own.

However, by the time his ships broke free of the ice, growing British strength in the Chesapeake prompted Hopkins to head for the West Indies. Knowing that the American colonies desperately needed gunpowder, he decided to attack the island of New Providence in the Bahamas to capture a large supply of that commodity as well as a great quantity of other military supplies reportedly stored there. A fortnight after leaving the Delaware capes, on the morning of 3 March, Hopkins arrived off Nassau and captured Fort Montague in a bloodless battle in which Continental marines under Capt. Samuel Nicholas joined Hopkins' sailors in America's first amphibious operation.

That evening, Hopkins issued a proclamation which promised not to harm "... the persons or property of the inhabitants of New Providence ..." if they did not resist. The following morning, Governor Montfort Browne surrendered Fort Nassau, but only after he had spirited away most of the island's gunpowder from New Providence to St. Augustine, Fla.

After Hopkins stripped the forts of their guns and all remaining ordnance, *Alfred* led the American fleet homeward from Nassau harbor on St. Patrick's Day, 17 March, the same day that British troops were evacuating Boston. On 4 April, during the homeward voyage, Hopkins' ships captured the six-gun British schooner *Hawk* and the eight-gun bomb brig *Bolton*. Shortly after midnight on 6 April, Hopkins encountered the 20-gun HMS *Glasgow*. That British frigate—which was carrying despatches telling of the British withdrawal—put up a fierce and skillful fight which enabled her to escape from her substantially more powerful American opponents. At the outset of the fray, fire from her cannon cut *Alfred's* tiller ropes, leaving Hopkins' flagship unable to maneuver or to pursue effectively. The American ships did attempt to chase their fleeing enemy, but after dawn *Glasgow* disappeared over the horizon and safely reached Newport, R.I.

When *Alfred* and her consorts put into New London, Conn., on 8 April, the Americans were at first welcomed as heroes. However, many of the officers of the American squadron voiced dissatisfaction with Hopkins, and he was later relieved of command.

Alfred was inactive through the summer for a number of reasons, but high on the list of her problems were want of funds and a shortage of men. On 7 August, Capt. John Paul Jones, who had helped to fit her out as a warship and had been her first lieutenant on the cruise to New Providence, was placed in command of the ship. She departed Providence, R.I., on 26 October 1776 in company with *Hampden*, but that vessel struck a "sunken rock" before they could leave Narragansett Bay and returned to Newport. Her officers and men then shifted to sloop *Providence*, accompanying *Alfred* to waters off Cape Breton Island which they reached by mid-November. There they took three prizes: on the 11th, the brigantine *Active*, bound from Liverpool to Halifax with an assorted cargo; the next day, the armed transport *Mellish*, laden with winter uniforms for British troops at Quebec;

and, on the 16th, the snow *Kitty*, bound from Gaspé to Barbados with oil and fish.

Because of severe leaks, *Providence* sailed for home soon thereafter and *Alfred* continued her cruise alone. On 22 November, boats from the ship raided Canso, Nova Scotia, where their crews burned a transport bound for Canada with provisions and a warehouse full of whale oil, besides capturing a small schooner to replace *Providence*. Two days later, *Alfred* captured three colliers off Louisbourg, bound from Nova Scotia to New York with coal for the British Army and, on 26 November captured the 10-gun letter-of-marque *John* of Liverpool. On the homeward voyage, *Alfred* was pursued by HMS *Milford* but managed to escape after a four-hour chase. She arrived safely at Boston on 15 December and began a major refit.

Captain Elisha Hinman became *Alfred's* commanding officer in May 1777, but she did not get underway until 22 August when she sailed for France with *Raleigh* to obtain military supplies. En route, they captured four small prizes. They reached L'Orient on 6 October, and on 29 December sailed for America. They proceeded via the coast of Africa, where they took a small sloop, and then headed for the West Indies, hoping to add to their score before turning northward for home.

On 9 March 1778, near Barbados, they encountered British warships *Ariadne* and *Ceres*. When the American ships attempted to flee, *Alfred* fell behind her faster consort. Shortly after noon, the British men-of-war caught up with *Alfred* and forced her to surrender after a half an hour's battle.

After surrendering, *Alfred* was taken to Barbados where she was condemned and sold. She was purchased and taken into the Royal Navy as H.M. armed ship *Alfred* (20 guns) and was sold in 1782.

Alfred A. Cunningham

Alfred Austell Cunningham—born on 8 March 1882 in Atlanta, Ga.—enlisted in a volunteer infantry regiment during the Spanish-American War, and served a tour of occupation duty in Cuba. He spent the next decade selling real estate in Atlanta, and during this time evinced an interest in aeronautics, making a balloon ascent in 1903.

Commissioned a 2d lieutenant in the Marine Corps on 25 January 1909, Cunningham served in the marine guards of *New Jersey* (Battleship No. 16) and *North Dakota* (Battleship No. 29), and the receiving ship *Lancaster*, over the next two years. Promoted to 1st lieutenant in September 1911, Cunningham received orders to the Advanced Base School, at the Marine Barracks, Philadelphia, that November. Having retained an interest in aeronautics, he found at Philadelphia a likewise avid group of civilians and off-duty military men who harbored an interest in the same thing. He rented an airplane and gained permission from the commandant of the navy yard to use an open field at the Philadelphia Navy Yard for test flights. He also joined the Aero Club of Philadelphia, and commenced "selling" Marine Corps aviation to members of the Aero Club, who, through their Washington connections, began to pressure a number of officials, including Major General Commandant William P. Biddle, himself a member of a prominent Philadelphia family.

On 16 May 1912, Cunningham received orders detaching him from the Marine Barracks, and ordering him to the Naval Academy, and its nearby aviation camp. He reported six days later, on 22 May 1912. Expeditionary duty, however, intervened, and by the time the young lieutenant returned to Annapolis, there were no planes available to fly. Possessing boundless enthusiasm, Cunningham got orders to the Burgess Co., and Curtiss factory at Marblehead, Mass.; there, following two hours and 40 minutes of instruction, he soloed on 20 August 1912.

Between October 1912 and July 1913, Cunningham made some 400 flights in the Curtiss B-1, conducting training and testing tactics and aircraft capabilities. In August 1913, Cunningham sought detachment from aviation duty, on the grounds that his fiancée would not marry him unless he gave up flying. Although assigned duty as assistant quartermaster at the Marine Barracks at the Washington Navy Yard, the first marine aviator continued to advocate Marine Corps aviation and contribute significantly to its growth. In November 1913, he served on a board, headed by Capt. Washington I. Chambers, USN, tasked with drawing up a comprehensive plan for the organization of a naval aeronautical service. It was upon the recommendation of that



Alfred A. Cunningham (DD-752) passes in review for President John F. Kennedy, 6 June 1963. In this picture, taken by Photographer 2d Class R. D. Fennell, the attack carrier *Oriskany* (CVA-34) is in the right background. (USN 1072947)

board that the Naval Aeronautical Station at Pensacola, Fla., was established in 1914.

The following February, Cunningham was assigned duty at the Washington Navy Yard, assisting Naval Constructor Holden C. Richardson in working on the D-2 flying boat. Ordered to Pensacola for instruction in April 1915 (his wife apparently having relented in allowing her husband to fly), Cunningham was designated Naval Aviator No. 5 on 17 September 1915.

After heading the motor erecting shop at Pensacola, he underwent instruction at the Army Signal Corps Aviation School at San Diego, whence he was assigned to the Commission on Navy Yards and Naval Stations. Cunningham received orders on 26 February 1917, to organize the Aviation Company for the Advanced Base Force, at the Philadelphia Navy Yard. Designated as the commander of this unit, Cunningham soon emerged as *de facto* director of Marine Corps aviation. He sought, and got, enthusiastic volunteers to become pilots, and soon embarked on a determined campaign to define a mission for land-based marine air. In addition, he served on a joint Army-Navy board that selected sites for naval air stations in seven naval districts and on the east and gulf coasts.

Detailed to Europe to obtain information on British and French aviation practices, he participated in a variety of missions over German lines. Returning to the United States in January 1918, he presented a plan to use marine aircraft to operate against submarines off the Belgian coast and against submarine bases at Zeebrugge, Ostend, and Bruges.

The Northern Bombing Group emerged from these plans—four landplane squadrons equipped and trained in five months' time. On 12 July 1918, 72 planes, 176 officers and 1,030 enlisted men sailed for France on board the transport *DeKalb*, arriving at Brest on 30 July 1918. The marines were sent to the fields at Oye, Le Fresne, and St. Pol, France; and at Hoondschoote, Ghietelles, Varsennaire and Knesselaere, Belgium. Despite shortages of planes, spare parts, and tools, the marines participated in 43 raids with British and French units, as well as 14 independent raids, and shot down eight enemy aircraft. Planes of the group also dropped 52,000 pounds of bombs, and supplied 2,650 pounds of food in five food-dropping missions to encircled French troops. For his service in organizing and training the first marine aviation force, Cunningham was awarded the Navy Cross.

After World War I, Cunningham returned to the United States to become officer-in-charge of Marine Corps aviation, a billet in which he remained until 26 December 1920, when he was detailed to command the First Air Squadron in Santo Domingo, Dominican Republic. Ordered thence to general duty at Marine Corps Schools, Quantico, Major Cunningham then served as assistant adjutant and inspector, and then division marine officer and aide on the staff of Commander, Battleship Division 3. On temporary detached duty in Nicaragua from June 1928, he served with the 2d Brigade of Marines as executive officer of the Western Area at Leon, Nicaragua.

Subsequently, becoming executive officer and registrar of the Marine Corps Institute from 1929 to 1931, he finished up his career as assistant quartermaster at the Marine Barracks, Philadelphia. His health failing, Cunningham was retired on 1 August 1935; promoted to lieutenant colonel while on the retired list, he died at Sarasota, Fla., on 27 May 1939.

(DD-752: dp. 2,200; l. 376'6"; b. 40'10"; dr. 14'5"; s. 34.2 k.; cpl. 345; a. 6 5", 12 40mm., 20 20mm., 6 dcp., 2 dcl., 10 21" tt.; cl. *Allen M. Sumner*)

Alfred A. Cunningham (DD-752) was laid down on 23 February 1944 at Staten Island, N.Y., by the Bethlehem Steel Co.; launched on 3 August 1944; sponsored by Mrs. Alfred A. Cunningham, the widow of Lt. Col. Cunningham; and commissioned on 23 November 1944, Comdr. Floyd B. T. Myhre in command.

Following shakedown training out of Bermuda, *Alfred A. Cunningham* returned to New York on 17 January 1945 for post-shakedown availability. Proceeding to Norfolk soon thereafter, the destroyer spent the next three months operating in the Chesapeake Bay area as a training ship for prospective destroyer crews. Here the ship introduced hundreds of trainees to life on board a destroyer, engaging in gunnery exercises, damage control drills, and maneuvering practice.

Following a brief availability for repairs and alterations at the Norfolk Navy Yard, *Alfred A. Cunningham* got underway on 7 May, and rendezvoused with the new heavy cruiser *Chicago* (CA-136) off Brown Shoals, Delaware Bay, and proceeded with that ship to Chesapeake Bay for gunnery exercises. The two warships then steamed to Guantanamo Bay, thence to Panama, transiting the isthmian waterway on 18 May, and arrived at

Pearl Harbor on 31 May. Over the next two weeks, *Alfred A. Cunningham* remained in Hawaiian waters, undergoing an availability alongside *Black Hawk* (AD-9) and carrying out training.

On 13 June, the destroyer joined Task Group (TG) 12.4 and sailed for the western Pacific. A week later, while en route, *Alfred A. Cunningham* screened carriers launching air strikes on Japanese-held Wake Island. The group arrived at Leyte on 26 June.

Alfred A. Cunningham got underway the following day for Okinawa, and while en route to her destination conducted a depth charge attack on what she evaluated as a "good" submarine contact, but with negative results. Shortly after arriving at Okinawa on 29 June, she served on radar picket duty off the island's southwest coast. From 1 July until the end of hostilities she served on patrol, escort, and screening duty in waters surrounding the Ryukyus. Following Japan's capitulation, *Alfred A. Cunningham* remained in the Far East, operating off the coast of China between the Yellow Sea and the South China Sea. She performed escort services and served on an antimuggling patrol between Korea and Japan. The destroyer returned to the United States on 28 March 1946, went into reserve at San Diego on 12 May 1947, and was decommissioned in August 1949.

During the build-up of the fleet in the wake of the North Korean invasion of South Korea in late June 1950, *Alfred A. Cunningham* was recommissioned on 5 October 1950—Comdr. L. P. Spear in command—and joined the Pacific Fleet. Following training exercises, the destroyer got underway for the western Pacific (WestPac) on 2 January 1951. *Alfred A. Cunningham* was involved in a variety of operations, principally serving with Task Force (TF) 77, the fast carrier task force, off the coast of Korea.

Early in this deployment, on 18 February 1951, the ship was released from her "Bird Dog" station (plane guard) with TF 77 to carry out a night shore bombardment mission on "targets of opportunity" near Tanchon, on the east coast of Korea. *Alfred A. Cunningham* arrived on station at 2130 and opened fire, conducting harassing and interdiction fire; her targets included railroad tracks, two grade crossings, a tunnel, and lights on the road leading south. After expending 90 rounds of 5-inch, the destroyer ceased fire at 0605 on the 19th.

Returning to San Diego on 4 September 1951, *Alfred A. Cunningham* again sailed for the Far East in March 1952. As before, she steamed with the fast carrier task force off Korea and performed shore bombardment missions. On 19 September, the destroyer was operating in Task Element 95.22 (the "Songjin Element") to prevent the movement of trains along the railroad at that point by preventing clearance of the roadbed and repair during the day, and destroying trains at night. Patrolling some 6,000 yards off the beach at about 1340, *Alfred A. Cunningham* fired on workers she had seen in that vicinity. A little over an hour later, detecting workmen at a tunnel, the destroyer stood in toward the shoreline, turning slowly to starboard to take a northeasterly course to fire on the workmen at the tunnel mouth.

At that point, at least three enemy guns opened fire on the ship. The first salvo was a direct hit, on the main deck, starboard side; several pieces of shrapnel penetrated the shield of mount 51 and wounded three of the mount's crew. Two air bursts followed in quick succession, one on either side of the bridge. Within two minutes time, the North Korean guns had registered four more direct hits and at least seven air bursts near the ship.

One shell penetrated into the forward fire room, destroying a forced-draft blower; shrapnel holed a nearby bulkhead. Another shell struck a depth charge on the forward K-gun, blowing the charge apart and scattering burning TNT as far aft as the fantail; shrapnel from this hit set another depth charge afire, and ruptured four others. The fourth hit on the starboard side, two feet below the main deck; shrapnel from this hit caused extensive damage to the motor whaleboat. The last shell to hit struck about two feet below the waterline, but did not penetrate. The air bursts near the bridge rendered the SG radar inoperative.

Immediately, one of the ship's 3-inch mounts opened up to return the shore battery's fire, expending both hoppers full (ten rounds); these rounds landed in the target area but did not slow the enemy's rate of fire.

With *Alfred A. Cunningham* under fire, Lt. Frederick F. Palmer, USNR, the officer of the deck, sounded the general alarm, ordered the rudder shifted to left full, rang up the port engine back emergency full, starboard engine ahead flank, in order to come left and open the range.

Although mount 53 had reported a fire on the starboard K-guns, the blast from the guns of that mount and the nearby 3-inch mount, 34, prevented a repair party from approaching the blaze from that angle. Men from another damage control party got to the fire and battled the blaze, while as the ship sped to seaward, weaving but keeping at least one main battery mount bearing on the target guns at all times.

As the ship opened the range to 9,000 yards and worked up to 26.5 knots, Ens. Charles E. Dennis, USNR; Chief Torpedoman William J. Bohman; and Electrician's Mate 2d Class Victor J. Leonard manhandled one burning depth charge over the side, performing this task at great personal risk while the fire on the K-guns was being brought under control. All three men were later recommended for the award of the Bronze Star.

Having suffered 13 men wounded, principally to shrapnel, *Alfred A. Cunningham* pulled out of range and stood down from general quarters, steering toward Yang Do Island to receive medical assistance from HMS *Charity*. After emergency repairs, *Alfred A. Cunningham* was able to continue her combat operations. *Alfred A. Cunningham* ultimately returned to the United States and reached her new home port, Long Beach, Calif., on 6 November.

Alfred A. Cunningham operated in the southern California area through the first five months of 1953 before getting underway on 13 June for another WestPac deployment. During her five months in the Far East, *Alfred A. Cunningham* operated twice with TF 77. The first of these periods saw her escorting the heavy cruiser *Bremerton* (CA-130). On 29 and 30 July 1953, *Alfred A. Cunningham* participated, with *Bremerton* and other United States Navy ships, in the search and rescue effort to recover the crew of a Boeing RB-50 that had crashed in the Sea of Japan. The searching ships managed to recover only the co-pilot.

The destroyer also participated in intensive antisubmarine (ASW) warfare exercises with TG 96.7 and joined in operations near Taiwan with other ships of Destroyer Division (DesDiv) 131. She returned to Long Beach on 20 December 1953.

A regular overhaul kept her at the Mare Island Naval Shipyard from February through April 1954. Then, after two months of training, *Alfred A. Cunningham* got underway for WestPac on 10 August. En route, she stopped at Pearl Harbor for gunnery and antisubmarine exercises and then continued on to Yokosuka, Japan. *Alfred A. Cunningham* joined TG 70.2 for maneuvers and division exercises and made two brief port visits to Manila. Next she operated with TF 72 as a part of a patrol in the Taiwan Strait. *Alfred A. Cunningham* then escorted *Yorktown* (CV-10) to Hong Kong and on to Manila, where she spent the holiday season.

Alfred A. Cunningham continued her work as plane guard for *Yorktown* into 1955, and returned to Long Beach on 6 February. After a leave and upkeep period, she resumed operations off the California coast. On 11 May, the destroyer took part in Operation "WigWam."

Following five months of preparation, *Alfred A. Cunningham* departed the west coast on 11 October, bound for Japan. She made fuel stops at Pearl Harbor and Midway en route to Yokosuka. Upon completion of voyage repairs, the destroyer joined TF 77 for three weeks of duty, broken once by a port call at Kobe, Japan. *Alfred A. Cunningham* spent the Christmas holidays at Yokosuka.

Antisubmarine exercises were her first assignment of 1956 before she proceeded, via Subic Bay, to join the Taiwan Strait patrol for a fortnight. Then the destroyer visited Hong Kong and stopped briefly in Yokosuka for repairs before sailing for home. After arriving at Long Beach on 31 March, she entered the San Francisco Naval Shipyard in May for an overhaul which was followed by two months of underway training out of San Diego. On 6 November, *Alfred A. Cunningham* got underway to escort *Bremerton* to Melbourne, Australia, where the ships participated in festivities surrounding the XVI Olympic Games. After 10 days in that port, the destroyer sailed for Yokosuka.

In January 1957, *Alfred A. Cunningham* took part in exercises near Chinhae, Korea, with ships of the Republic of Korea (ROK) Navy. She then joined TF 77 in the South China Sea for plane-guard duty. This work was followed by another stint with the Taiwan Strait patrol. *Alfred A. Cunningham* made stops at Subic Bay, Hong Kong, and Yokosuka before sailing for the United States.

She arrived at Long Beach on 12 May and devoted the next few months to air defense, hunter/killer operations, and shore

bombardment exercises along the California coast. In December, the destroyer entered the Long Beach Naval Shipyard for an availability.

On 13 January 1958, *Alfred A. Cunningham* sailed for another Far East tour. Following stops at Pearl Harbor; Pago Pago, American Samoa; and Wellington, New Zealand, the destroyer arrived at Hobart, Tasmania, on 7 February. There, the members of her crew were graciously entertained by officials of the Royal Hobart Regatta.

On 12 February, *Alfred A. Cunningham* got underway for Guam, where she received two weeks of repair work. The destroyer then shifted to Yokosuka, arriving on 1 April. During the following months, the ship took part in numerous exercises, escorting and screening *Ticonderoga* (CV-14) and other warships. During the cruise, she visited Hong Kong; Subic Bay; and Buckner Bay, Okinawa, before arriving back at Long Beach on 21 July. In early September, she entered the Long Beach Naval Shipyard for overhaul. She left drydock in early December and spent the holidays in leave and upkeep.

The destroyer held refresher training during the first three months of 1959, departed Long Beach on 28 March, and steamed to Yokosuka. On 15 April, she left that port in company with *Shangri-La* (CVA-38) to take part in Exercise "Sea Turtle," off the coast of Korea.

Late in May, *Alfred A. Cunningham* assisted in Exercise "Granite Creek." After a visit to Hong Kong, she returned to Yokosuka for an availability to prepare for the voyage home where she arrived on 27 August. The ship spent the rest of the year participating in gunnery exercises, ASW exercises, and acting as a school ship for Fleet Training Group, Pacific.

In January 1960, *Alfred A. Cunningham* took part in STRIKEX 30-60. On 1 February, she became a unit of DesDiv 132 and was assigned to TG 14.7, a hunter/killer group. From 1 February to 7 May, the destroyer trained with that unit in the eastern Pacific.

Leaving Long Beach on 17 May with Destroyer Squadron 13 and *Hornet* (CVS-12), *Alfred A. Cunningham* proceeded to Pearl Harbor where she arrived on 23 May. The force remained in Hawaiian waters conducting ASW exercises until their departure on 5 July. The destroyer reached Kobe, Japan, on 16 July and began an upkeep period. She next sailed for ASW operations in the area off Okinawa, conducting these until 29 August, when the ship entered Subic Bay. Except for two brief visits to Hong Kong, she remained in the Subic Bay area until 3 December, when she sailed for Yokosuka. After a brief upkeep period, the ship left on a return voyage to the west coast, arriving at Long Beach on 18 December.

In late January 1961, the ship entered the Long Beach Naval Shipyard for a fleet rehabilitation and modernization (FRAM) overhaul. She held sea trials in July and August and resumed operations on 22 September. On 9 October, she sailed for Seattle. The ship conducted sound trials in Puget Sound from 12 to 20 October and then returned to Long Beach, whence she held refresher training in San Diego waters with the fleet training group from 30 October through 8 December.

Throughout the first five months of 1962, *Alfred A. Cunningham* alternated periods at sea with upkeep in her home port. On 7 June, she departed the west coast for a six-month WestPac cruise. Upon her arrival at Pearl Harbor on 13 June, the destroyer conducted ASW operations off Oahu before proceeding on to Yokosuka. In August, the destroyer took part in combined operations with the Japanese Maritime Self-Defense Force and made port calls at Kure, Kobe, and Sasebo, before returning to Yokosuka on 31 October. She got underway again on 3 November for patrol duty in the Strait of Tsushima and, after completing this task on 14 November, sailed via Hong Kong to Subic Bay. On 2 December the ship participated in a weapons demonstration, then began her voyage back to the United States, arriving at Long Beach on 21 December.

The destroyer spent the first three months of 1963 in local operations. On 1 April, she became a part of DesDiv 232 and spent April and May in availability at San Diego. Putting to sea in early June, she began a series of intensive ASW training exercises. In August, *Alfred A. Cunningham* sailed north with Carrier Division 19 on a goodwill and training cruise to Seattle, and the Alaskan ports of Skagway and Dutch Harbor. After a month back at Long Beach, the destroyer got underway for Pearl Harbor and several weeks of ASW operations. She returned to Long Beach in December for leave and upkeep.

On 20 February 1964, the ship left Long Beach in company with the other ships of DesDiv 232 for a six-month WestPac tour. Reaching Pearl Harbor on 28 February, *Alfred A. Cunningham* operated locally until sailing for the Far East on 23 March. Soon after leaving Hawaii, the destroyer took part in Operation "Crazy Horse," off the coast of Okinawa. On 7 April, the ship began a week of upkeep in Yokosuka. Other ports of call during this deployment included Kure, Sasebo, and Hong Kong. From 9 June to 4 July, the ship operated out of Kaohsiung, Taiwan, on the Taiwan Strait patrol. *Alfred A. Cunningham* then steamed to the Sea of Japan for Operation "Crossed Tee," a joint operation with ships of the Japanese Maritime Self-Defense Force. Then, following stops at Hakodate and Yokosuka, Japan, the destroyer arrived back in Long Beach on 11 August for leave, upkeep, and local operations. On 15 November, she entered the Long Beach Naval Shipyard for an overhaul.

Upon completion of this renewal effort on 15 March 1965, the ship departed Long Beach for seven weeks of refresher training in San Diego waters. Early in June, she embarked 30 midshipmen for a two-week training cruise in the Puget Sound area. On 12 August, *Alfred A. Cunningham* got underway for her 13th WestPac cruise. The ship stopped at Pearl Harbor for a two-week ASW operation held southwest of Molokai. A fortnight's upkeep at the Pearl Harbor Naval Shipyard ensued before the destroyer continued on to Yokosuka.

In October, *Alfred A. Cunningham* joined TF 77 for patrol and surveillance duties off the coast of North Vietnam and in the Gulf of Tonkin. Following a week of recreation in Hong Kong, the destroyer got underway on 10 November to steam to Kaohsiung, and operated out of that port on patrol in the Taiwan Strait. On 5 December, she proceeded through the Tsushima Strait into the Sea of Japan for a joint ASW exercise with ships of the Republic of Korea (ROK) Navy before returning to Sasebo for the Christmas holidays.

In January 1966, *Alfred A. Cunningham* again patrolled off the Vietnamese coast and provided naval gunfire support in the area of Quang Ngai, South Vietnam. The final weeks of her patrol were spent on radar picket station south of Hainan Island. After a brief respite at Yokosuka, the ship sailed back to the United States, reaching Long Beach on 3 March.

For the next seven months, she held numerous training operations and availability periods but was underway west again on 4 November, bound for Oahu on the first leg of her deployment. Once in Hawaiian waters, the destroyer held exercises with combined American and Canadian forces and then continued on to Yokosuka for a brief upkeep period before sailing to the Taiwan Strait for patrol duty.

Alfred A. Cunningham proceeded to the Gulf of Tonkin early in January 1967 to serve as a planeguard for *Bennington* (CVS-20) to assist in recovering downed aviators. In February, the ship was assigned to Operation "Sea Dragon," a logistics interdiction effort in the coastal waters of North Vietnam, and continued this duty into April. Another stint of service in the Taiwan Strait followed, lasting from 6 to 12 April. On the 28th of that month, the destroyer sailed for home where she spent one and a half months preparing for an overhaul. She entered the Long Beach Naval Shipyard on 14 July and underwent extensive repairs and alterations. Upon completion of the yard work in November, *Alfred A. Cunningham* spent a month in independent steaming and undergoing tender availability.

The destroyer began 1968 with refresher training in San Diego and then was deployed once more to southeast Asian waters. She repeated her former pattern of planeguard and search and rescue operations off the Vietnamese coast. On 23 October, the ship set course for home, made fueling stops at Midway and Pearl Harbor, and arrived back in Long Beach on 9 November.

On 2 January 1969, *Alfred A. Cunningham* took part in Operation "Quickstart," and planeguarded for *Oriskany* (CVA-34). The destroyer maintained a full schedule of exercises and availability periods until 1 July, when a shaft bearing casualty caused her to enter the Todd Shipyard at San Pedro, Calif., for repairs.

Emerging from drydock on 6 September, *Alfred A. Cunningham* began an intensive one-month period of preparations for deployment. The destroyer left Long Beach in early October and sailed to Pearl Harbor for refueling; she then conducted port calls at Yokosuka, Buckner Bay, and Subic Bay. On 14 November, the destroyer stood out of Subic Bay for duty off Vietnam. From 19 November until 4 December, she supported forces ashore with fire from her 5-inch guns. On 5 December, she joined

Hancock (CV-19) on "Yankee Station" and remained there until the 20th when she headed for Sasebo for the holidays.

Alfred A. Cunningham began the year of 1970 with ASW and flight operations in Okinawan waters which were followed by a five-day visit to Hong Kong. On 17 January, she sailed to join *Constellation* (CVA-64) on "Yankee Station" and remained on this assignment until 21 February when the ship paid a brief visit to Kaohsiung. The destroyer sailed on 21 March to return to Long Beach. Upon her arrival on 9 April, she began a leave and upkeep period and then resumed operations in the southern California area in May. She spent the early summer months in training exercises and a midshipman training cruise. On 7 August, slated for inactivation, *Alfred A. Cunningham* unloaded all her ammunition at Seal Beach, Calif.

Decommissioned on 24 February 1971, *Alfred A. Cunningham* was placed in reserve. Her name was struck from the Naval Vessel Register on 1 February 1974. Utilized as a target for weapons tests off the coast of southern California, she was sunk after being hit with five laser-guided bombs on 12 October 1979.

Alfred A. Cunningham earned one battle star for World War II service, six battle stars for Korean action, and seven battle stars for Vietnam service.

Alfred A. Wotkins

Soon after she was purchased by the Union Navy, *Alfred A. Wotkins*—a screw tug built in 1863 at New Brunswick, N.J.—was renamed *Althea* (q.v.).

Alfred Robb

(StwStr: t. 86; l. 114'9"; b. 20'; dph. 4'; dr. 4'6"; s. 9.5 k.; cpl. 30; a. 2 12—pdr. r., 2 12—pdr. sb.)

Alfred Robb—a wooden-hulled, stern-wheel steamboat built at Pittsburgh in 1860—operated on the Ohio River and the other navigable streams of the Mississippi watershed system until acquired by the Confederate Government at some now-unknown date during the first year of the Civil War for use as a transport.

Reconnaissance probes up the Tennessee River by Federal gunboats had convinced leaders of the Union Navy in the area that Southern forces had destroyed this vessel after the fall of Fort Henry, lest she fall into Northern hands. Nevertheless, *Alfred Robb* remained safe and active until Lt. William Gwin—who commanded the side-wheel gunboat *Tyler*—seized her at Florence, Ala., on 21 April 1862. This capture and the burning of the steamer *Dunbar* in nearby Cypress Creek at about the same time cleared the Tennessee of the last Confederate vessels afloat, giving Union warships complete control of the river.

Gwin placed a crew of 11 men on the prize and renamed her *Lady Foote* to honor Flag Officer Andrew H. Foote—who then commanded the Western Flotilla of which *Tyler* was a part—and his wife. However, Foote found this action embarrassing and directed Gwin to restore the vessel's original name.

Since the Confederacy still held much of the Mississippi, it was impossible to send *Alfred Robb* to any Federal court then hearing admiralty cases. Hence, after the prize descended the Tennessee and Ohio Rivers to Cairo, Ill., she was fitted out there for service in the Western Flotilla without prior adjudication. Upon the completion of her conversion to a so-called "tin-clad" gunboat, *Alfred Robb* began her Union service early in June 1862.

Apparently not commissioned, *Alfred Robb*—thereafter usually called simply *Robb*—departed Cairo on the night of 3 and 4 June; proceeded up the Ohio to Paducah, Ky.; and ascended the Tennessee to Pittsburgh Landing where, two months before, Union gunboats had supported the river flank of Maj. Gen. Ulysses S. Grant's embattled army, changing a highly probable defeat into a Union victory known to history as the battle of Shiloh.

Upon reaching that small riverside port, *Robb*—with "Second Master" Jason Goudy in charge—reported her arrival to Maj. Gen. Henry W. Halleck and began almost three years of protecting and supporting Union troops who were fighting to control the land between the Mississippi and the Appalachian Mountains.

Alfred Robb reached Pittsburgh Landing at a critical point in the war. On the Mississippi, the Western Flotilla was teaming up with the Ellet Ram Fleet to destroy the Confederacy's River

Defense Fleet in a hard-fought engagement at Memphis, Tenn. Their victory gave the Union control of the river as far south as Vicksburg, Miss. Meanwhile, the powerful concentration of Federal forces which had prevailed at Shiloh moved south and captured Corinth, Miss. It then split, with Grant pushing toward Vicksburg along a path roughly parallel to the Mississippi while Buell's troops turned eastward in the general direction of Chattanooga, Tenn. To check the advance of these Union forces which were penetrating deep into the Confederate heartland, defenders of the South struck back with guerrilla attacks, cavalry raids, and prolonged counter thrusts by whole armies. All these measures were designed to sever Northern lines of communication and supply. Union railroads, overland convoys of wagons, and supply ships quickly became favorite Confederate targets; and the importance of maintaining Union control of the rivers grew apace to assure Federal troops a steady flow of supplies and munitions.

Responsibility for keeping the Ohio and its tributaries safe for waterborne Union logistics was placed on the gunboats of the Western Flotilla. On 20 August 1862, the commanding officer of that organization, Commodore Charles H. Davis—recognizing that "... the gunboat service of the upper rivers had suddenly acquired a new importance"—charged Comdr. Alexander M. Pennock, his fleet captain and the commanding officer of the Union naval station at Cairo, with taking these small warships under his "... special care ..." with Lt. LeRoy Fitch in immediate command.

Since she was already operating in this area *Alfred Robb* was one of Fitch's gunboats; and, but for occasional brief assignments on the Mississippi, she served on the upper rivers through the end of the Civil War. One of the highlights of her service occurred on the night of 3 February 1863 when she joined several other Union warships in beating off a fierce attack by some 4,500 Confederate troops against the small Federal garrison in Fort Donelson, Tenn. She again entered the limelight on 19 June 1863 when a landing party from her engaged a Confederate force of some 400 soldiers. *Robb's* commanding officer estimated that the Confederates lost about 50 men, killed or wounded, while his ship suffered the loss of only one man killed and two wounded.

After the end of the Civil War, *Alfred Robb* was decommissioned at Mound City, Ill., on 9 August 1865. Sold at public auction there on 17 August 1865 to H. A. Smith, the ship was redocumented as *Robb* on 9 September 1865 and served on the Mississippi River system until 1873.

Alfred Wolf

Alfred Wolf—born in Germany on 1 August 1923—enlisted in the Naval Reserve at New York on 7 January 1942 and went through boot camp at Newport, R.I., between 11 January and 11 February 1942. Following further instruction at the Naval Operating Base, Norfolk, Va., he entered the Armed Guard School at Little Creek, Va., on 23 March 1942.

After completing the intensive training given the men preparing for armed guard assignments at Little Creek, Wolf reported on board the "Liberty" ship, SS *Samuel Chase*, on 20 April 1942 and was serving in that ship when she sailed from Iceland for North Russia as part of the convoy designated PQ-17 on 27 June 1942. German planes attacked the convoy on 2 July and continued their raids over the next few days. The drawing-off of the convoy's initially heavy supporting force of warships aided the enemy, in that the merchantmen and what smaller escorts remained were ordered to scatter. This "over-estimate of the enemy's aggressive intentions,"—the reputed sortie of the German battleship *Tirpitz*—set the stage for disaster.

Samuel Chase managed to survive the ordeal of PQ-17. Six near-misses from enemy bombers on 10 July caused heavy damage, snapping all steam lines, cutting off all auxiliaries, and blowing the compass out of the binnacle. Her gunners fought their weapons efficiently and courageously in what naval historian Samuel Eliot Morison calls "the grimmest convoy" battle of the entire war." *Samuel Chase*, part of a pitiful remnant, survived.

Morison lauded the Navy armed guard crews of three particular ships: *Washington*, *Daniel Morgan*, and *Samuel Chase*. "Their clothing was inadequate and their ammunition insufficient," he wrote, "but their fighting spirit never failed." For his part in the gallant defense of *Samuel Chase* during her battle is

PQ-17, Seaman 1st Class Wolf earned a letter of commendation which praised his meritorious conduct in action.

Detached from *Samuel Chase* on 24 October 1942, Wolf reported on board the Army transport *Henry R. Mallory* at New York on 12 November 1942. Five days later, the transport sailed for Reykjavik, Iceland, and she stopped at St. John's and Halifax, Nova Scotia, before she returned via Boston to New York. *Henry R. Mallory* then once more visited Reykjavik, sailing from New York on 24 January 1943 and was en route back to New York City in convoy SC-118 when she was torpedoed and sunk by U-402 on the morning of 7 February 1943. Seaman 1st Class Wolf was not numbered among the survivors.

The name *Alfred Wolf* was assigned to the *John C. Butler*-class destroyer escort, DE-544, on 26 October 1943. Her keel was laid at the Boston Navy Yard on 9 December 1943. However, due to changes in wartime shipping construction priorities, work was suspended on the ship on 10 June 1944 and cancelled altogether on 5 September 1944. Subsequently, the incomplete hulk was broken up on the building ways.

Alger

Philip Rounseville Alger was born on 29 September 1859, in Boston, Mass. He entered the Naval Academy in 1876 and graduated four years later at the head of his class. His first cruise, in *Richmond*, took him to the Pacific station and to China. In 1882, Alger was ordered to the Bureau of Ordnance, Washington, D.C. This assignment exposed him for the first time to the field in which he was to later win marked distinction.

Following duty in European waters on board *Pensacola* from 1885 to 1889, Alger returned to the Bureau of Ordnance. On 10 November 1890, he resigned his commission as a line officer ensign to accept an appointment as a professor of mathematics with an equivalent rank of lieutenant. One year later, he was named head of the department of mechanics at the Naval Academy. In ensuing years, Alger was closely involved in the great advances made in naval ordnance which were made as the United States established its "New Navy."

In 1903, Alger accepted the position of secretary and treasurer of the United States Naval Institute, an office that entailed the editing of the institute's *Proceedings*. The following year, Alger was appointed to a special board to advise the Bureau of Ordnance in developing and test ordnance material.

Alger's extensive writing on ordnance included two books, *Exterior Ballistics* (1904) and *The Elastic Strength of Guns* (1906), which came to be regarded as standards in their fields. His work entitled *Hydromechanics* (1902) was used as a textbook at the Naval Academy and other institutions of higher learning. Alger also penned numerous articles on a wide range of technical subjects. Alger died at Annapolis, Md., on 23 February 1912.

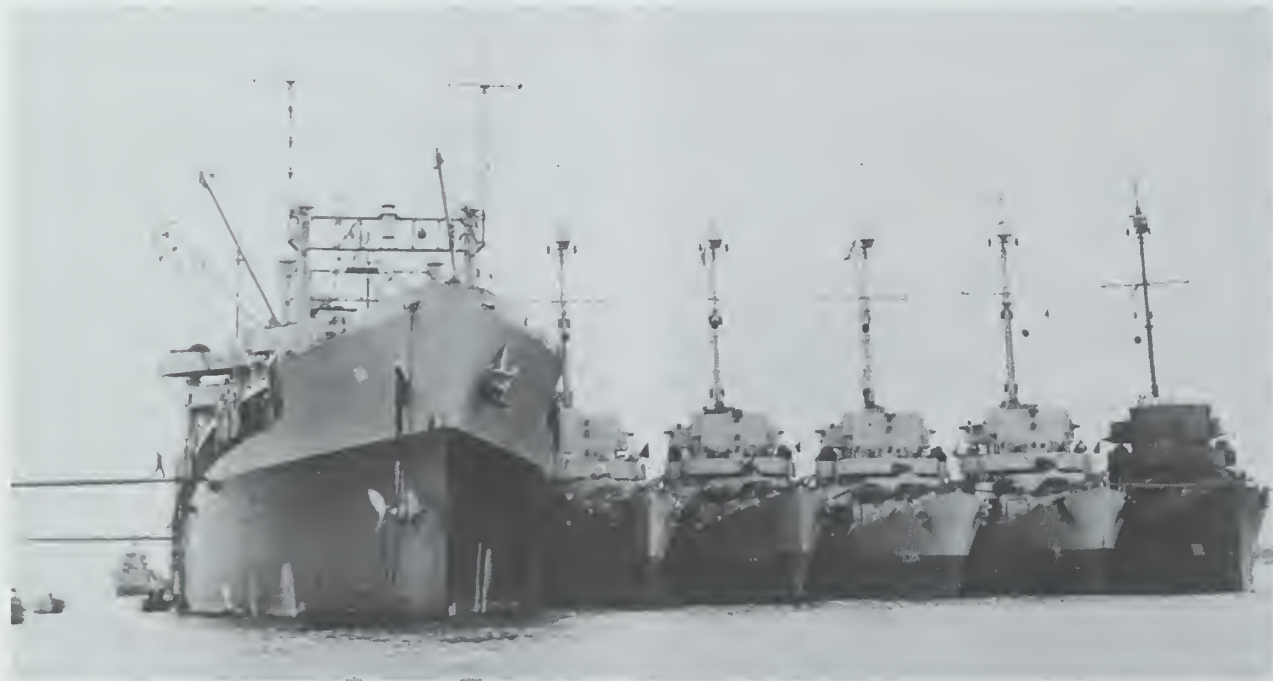
(DE-101: dp. 1,240; l. 300'; b. 36'10"; dr. 11'; s. 19.5 k.; a. 3 3", 2 40mm., 8 20mm., 2 det., 8 dep., 3 21" tt.; cl. Cannon)

Alger (DE-101) was laid down on 2 January 1943 by the Dravo Corp., Wilmington, Del.; launched on 8 July 1943; sponsored by Miss Louisa Rodgers Alger; and commissioned at the Philadelphia Navy Yard on 12 November 1943, Lt. Comdr. W. F. Porter in command.

On 30 November, the destroyer escort sailed for Bermuda and shakedown. She returned to Philadelphia for post-shakedown availability, then headed for the Caribbean on 15 January 1944, and arrived at Trinidad on 21 January. There, she was assigned to Task Group (TG) 42.5 and departed on the 31st in the screen of a convoy bound for Recife, Brazil. While en route, *Alger* collided with a merchantman and sustained slight damage to her bow. However, she continued on to Brazil and reached Recife on 14 February.

Upon her arrival there, the ship was assigned to TG 41.5 for patrol duty along the Brazilian coast which she carried out until 1 June. On that day, *Alger* departed Recife to escort a convoy to Trinidad. She reached that island on 8 June and then sailed back to Recife with another convoy.

On 17 July, *Alger* joined the screen of *Solomons* (CVE-67) and sailed for antisubmarine warfare exercises off the coast of Brazil. She then resumed patrol duty and continued that work through most of November. *Alger* rendezvoused at sea on the last day of the month with TG 42.3 and escorted a convoy to Rio de Janeiro.



Alger (DE-101) (second from right) in a nest of sister ships *Calcaterra* (DE-390), *Pride* (DE-323), *Falgout* (DE-324) and *Eichenberger* (DE-202), alongside the tender *Hamul* (AD-20) at Bermuda in early 1944. Note HF/DF (high frequency direction finder, or "huff duff") antennae visible on three of the five DES, and the two-tone Measure 22 camouflage on four of the five escort vessels. (NH 86271, Captain D. L. Madeira Collection)

On 28 December, the ship departed Recife to escort another convoy to Trinidad but returned to Recife on 30 January 1945. The next day, *Alger* was relieved of operational duties in preparation for her transfer to the government of Brazil on loan.

After various inspections and exercises at sea, *Alger* departed Recife on 23 February and moored that same day at Natal, Brazil. On 10 March 1945, *Alger* was decommissioned and loaned to the Brazilian Navy. Her name was struck from the Navy list on 20 July 1953, and title to the ship was transferred outright to the government of Brazil.

Algol

A fixed star in the constellation Perseus. It varies periodically in brightness because of eclipses by a satellite.

I

(AKA-54: dp. 13,910 (tl.); l. 459'2"; b. 63'0"; dr. 26'4" (lim.); s. 16.5 k. (tl.); cpl. 429; a. 1 5", 8 40mm., 18 20mm.; cl. *Andromeda*; T. C2-S-B1)

Algol (AKA-54) was laid down on 10 December 1942 at Oakland, Calif., by the Moore Dry Dock Co. under a Maritime Commission contract (MC hull 1153) as SS *James Barnes*; launched on 17 February 1943; sponsored by Mrs. J. A. McKeown; renamed *Algol* on 30 August 1943; placed in reduced commission on 27 November 1943 for the voyage to the Willamette Shipyard in Portland, Oreg.; decommissioned there on 3 December 1943; converted to an attack cargo ship; and placed in full commission on 21 July 1944, Lt. Comdr. Axton T. Jones, USNR, in command.

Algol completed shakedown training along the California coast by 3 September. She then put into Oakland and began loading cargo. She departed Oakland on 4 October bound for the western Pacific. Steaming via Eniwetok Atoll, she arrived at Saipan in the Marianas late in October. After unloading her cargo at Saipan, *Algol* got underway for New Guinea on 31 October. The attack cargo ship put into Hollandia on 6 November and remained there two days before pushing on to Noumea, New Caledonia, where she stopped between 24 November and 17 December. On 17 December, *Algol* headed for Guadalcanal where she participated in landing exercises in preparation for the assault on Luzon at Lingayen Gulf. At the end of the year, she moved up to the staging area at Manus in the Admiralty Islands.

On 2 January 1945, the attack cargo ship put to sea as an element of Task Unit (TU) 78.11.7. Along the way, many reports came in of submarines, torpedoes, and unidentified aircraft. However, no verified attacks occurred. *Algol* and her colleagues arrived safely in Lingayen Gulf on 11 January. Her boats and boat crews went immediately to help unload SS *President Monroe*. The attack transport began her own unloading the following day. She completed cargo operations on 13 January and got underway for Leyte on the 15th. During that voyage, she also towed SS *President Monroe* which had suffered a main propulsion plant casualty. The two ships arrived in San Pedro Bay on 20 January. There, she immediately began loading for a second invasion of Luzon. When she arrived off the coast of Zambales province on the western coast of Luzon just north of Subic Bay, she and the other ships found things very peaceful. And so it was. The entire area was in the friendly hands of Filipino guerrillas. The prelanding bombardment was cancelled, and troops and cargo moved ashore easily.

Upon her return to Leyte on 3 February, *Algol* spent about six weeks catching up on minor ship repairs, and her crew enjoyed more frequent liberty. By mid-March, however, it was time to get back in the war, and she began preparations for the assault on the Ryukyu Islands. On 27 March, the attack cargo ship departed Leyte with cargo and elements of the 184th Regimental Combat Team (RCT), 7th Infantry Division, embarked. She arrived off Okinawa early in the morning of 1 April and began unloading soon after the invasion started. That night, instead of retiring with the other transports and cargo ships, *Algol* moved into the inner transport area to serve as a tender for the landing craft.

The ship remained at Okinawa until 10 April at which time she shaped a course for Guam in company with TU 51.29.12. From Guam, *Algol* continued east to Hawaii and thence to San Diego, Calif., where she arrived on 4 May. A three-week availability

followed. On 28 May, the attack cargo ship embarked upon a voyage to Hawaii, from which she returned to the west coast at San Francisco on 18 June. She put to sea once again on 6 July bound for the western Pacific. After stops at Eniwetok and Ulithi en route, the ship arrived at Kerama Retto off Okinawa on 9 September. From there, she moved down to the northern Solomons, arriving at Cape Torokina, Bougainville, on 4 October. There, she loaded cargo and equipment for Marine Air Group (MAG) 25 for transportation to China. *Algol* arrived in Tsingtao, China, early in November, unloaded her cargo, and departed that port at the end of the third week in November.

For the next two years, she carried passengers and cargo between various points in China, Japan, the islands of the central and western Pacific as well as to and from ports on the west coast of the United States. In July 1947, she was placed in commission, in reserve, preparatory to decommissioning. However, during the inactivation process, the attack cargo ship was ordered back to active service. By late summer of 1949, she was back in full commission operating out of Little Creek, Va., under Commander, Amphibious Forces, Atlantic Fleet. Near the end of August, *Algol* embarked elements of the 7th Marine Division at Morehead City, N. C., and sailed for the Mediterranean Sea. After visiting a number of ports along the shores of that sea and conducting operations with American naval forces in the area, the attack cargo ship returned to Norfolk in February of 1950.

In August of 1950, just weeks after the outbreak of hostilities in Korea, she was transferred to the Pacific. The ship embarked elements of the 1st Marine Division at San Diego and set sail for Kobe, Japan, on 31 August. *Algol* arrived in Kobe on 16 September but put to sea again the following day to join in the Inchon invasion. The initial assault at Inchon had gone forward the day before *Algol*'s arrival in Japan. Her mission, therefore, was one of resupply and reinforcement. She remained at Inchon, unloading, from 21 to 27 September. On the latter day, the attack cargo ship headed back to Japan.

Algol returned to Inchon on 8 October and embarked Headquarters Company, 1st Ordnance Battalion, 1st Marine Division, for what was to have been an amphibious assault at Wonsan on the northwestern coast of Korea. However, United Nations (UN) naval gunfire and air activity forced the North Koreans back from the coastal plain into the highlands. This enabled Republic of Korea forces ashore to move northward and occupy Wonsan themselves. UN troops, therefore, landed unopposed during the last week in October. Following that, the ship returned to Japan and remained there until early December.

At that time, the Chinese communists intervened massively and sent the UN forces reeling southward. *Algol* went to Chinnampo where she assisted in the evacuation of UN troops during the first week in December. The following week, she moved to Inchon to help evacuate troops at that location. Those operations lasted until the beginning of the second week in January of 1951. For the next two months, the attack cargo ship visited a number of ports in both Japan and Korea. Early in March, she participated in an amphibious feint at Chinnampo and then headed back to Japan. In late April and early May, *Algol* visited Hong Kong. There, she embarked the British 28th Brigade and transported it to Inchon. After that mission, she returned to Japan where she conducted amphibious exercises until 17 June. On that day, the ship shaped a course back to the United States. She arrived in San Diego, Calif., on 30 June.

Between July 1951 and March 1952, she conducted training missions along the coast of southern California and between there and the Hawaiian Islands. She completed a yard period in Pearl Harbor in March 1952 and put to sea on her way to the Far East. She arrived in Japan late that month and took part in amphibious exercises off the island of Hokkaido. *Algol* visited Yokosuka early in April and, from there, moved to Hong Kong for a two-week port call. May brought a visit to Subic Bay in the Philippines followed by more training exercises at Otaru, Japan. Exercises with units of the 7th Fleet punctuated by visits to a number of Oriental ports occupied her time for most of the remainder of 1952. By December, the attack cargo ship was on her way back to the west coast. She arrived in Long Beach, Calif., on 15 December 1952.

Training and amphibious exercises—broken only by a repair period at the Todd Shipyard at Alameda, Calif., that summer—filled her time throughout the year 1953 and into the second month of 1954. On 19 February 1954, *Algol* departed the west

coast bound for Japan. She entered port at Yokosuka on 9 March. In April, the ship participated in exercises at Iwo Jima, and June brought another series of exercises at Okinawa. The usual round of port visits and exercises followed. Early in August, she concluded a two-week visit at Hong Kong and headed—via Subic Bay—to Tourane and Haiphong in North Vietnam. At those ports, the attack cargo ship embarked non-communist refugees and carried them south to Saigon in South Vietnam. This operation, "Passage to Freedom," came on the heels of the defeat of the French by the Viet Minh and the division of the Vietnamese portion of Indochina into the communist north and the republican south. She made three voyages between the north and the south by 12 September at which time she headed back to Yokosuka. On 21 September, *Algol* shaped a course back to the United States. She entered San Francisco, Calif., on 7 October 1954.

Later that month, she moved south to her new home port, San Diego. Normal west coast operations, including a series of amphibious exercises, carried her through the remainder of 1954 and well into 1955. In August 1955, the attack cargo ship entered the Mare Island Naval Shipyard for a regular overhaul. She completed repairs in November and, after refresher training out of San Diego, resumed normal operations out of her home port. That occupation lasted a little more than two years. On 2 January 1958, she was decommissioned and assigned to the Bremerton Group, Pacific Reserve Fleet.

Algol was recommissioned on 17 November 1961 at the Northwest Marine Iron Works at Portland, Oreg., Capt. F. L. Edwards in command. After shakedown training out of San Diego, the attack cargo ship departed that port on 12 January 1962 on her way to duty with the Atlantic Fleet. She was assigned to Amphibious Group (PhibGru) 2, Amphibious Squadron (PhibRon) 4, Atlantic Fleet, and spent most of 1962 operating in the West Indies. Notable among her assignments in the fall of 1962 was as a support unit for the "quarantine" of Cuba imposed by President John F. Kennedy during the 1962 Cuban missile crisis.

Algol spent the remaining seven years of her Navy career operating primarily along the east coast of the United States and in the West Indies. That duty consisted almost solely of amphibious warfare training in conjunction with marines. The only break in that schedule of operations came at the end of the summer of 1964. At that time, the attack cargo ship deployed to the Mediterranean Sea to participate in the massive amphibious exercise Operation "Steel Pike I." By early 1965, she returned to more familiar waters and spent the remaining years of her career

operating along the eastern seaboard and in the West Indies. During that period, on 1 January 1969, the attack cargo ship was redesignated an amphibious cargo ship and was assigned the hull designation LKA-54. *Algol* was decommissioned on 23 July 1970 and was transferred to the Maritime Administration's National Defense Reserve Fleet at James River, Va. Her name was struck from the Navy list on 1 January 1977. As of the beginning of 1984, the ship is still berthed at James River.

Algol earned two battle stars during World War II and five battle stars for service in the Korean conflict.

II

(T-AKR-287: dp. 26,094; l. 947'; b. 105'; dr. 37'; s. 33.0 k.; cpl. 44; cl. *Algol*; T. SL-7)

Sea-Land Exchange—a SL-7-type containership built in Rotterdam, Holland, by *Rotterdamse DDM*—first entered merchant service in May 1973. On 13 October 1981, she was acquired by the Navy to serve the needs of the Rapid Deployment Force (later called the Afloat Prepositioning Force). The ship was designated T-AK-287 at the time of her acquisition and renamed *Algol* on 15 October 1981. Her conversion at San Diego by the National Steel and Shipbuilding Co. for service with the Military Sealift Command was completed on 19 June 1984. *Algol*—reclassified to T-AKR-287 on 10 September 1982—became the first fast sealift ship to take part in a European exercise, when she participated in a NATO exercise, "Reforger 1984."

Algoma

A village located in Kewaunee County, in the eastern part of Wisconsin. Its name is probably derived from two Algonquin words: "Algonquin" and "goma" to form "Algoma," or, "Algonquin waters."

Algoma—a wooden-hulled screw sloop—was laid down in May 1867 by the Portsmouth (N.H.) Navy Yard; launched on 18 August 1868; and sponsored by Miss Maria Decatur (later Mrs. Wyndham Mayo), the daughter of Capt. Stephen Decatur who in turn was the nephew of the Commodore Stephen Decatur who won fame in the Barbary Wars and the War of 1812. However, a little less than seven months prior to the ship's commissioning, her name was changed from *Algoma* to *Benicia* (q.v.) on 15 May 1869.



Algol, converted from a mercantile design, underway in 1984. (NH 96657)

Algonquin

An American Indian tribe which inhabited the area of the Ottawa River valley.

Algonquin, a gunboat, was launched by the New York Navy Yard on 21 December 1863; but poor machinery caused her to fail her trials. Consequently, she was never commissioned and was sold on 21 October 1869.

I

El Toro—a tug built in 1891 at Newport News, Va., by the Newport News Shipbuilding & Dry Dock Co.—was purchased by the Navy on 26 March 1898; renamed *Algonquin* and commissioned on 2 April 1898, Ens. W. S. Crowley in command. On 15 June 1898, she was renamed *Accomac* (q.v.).

II

(RC: dp. 1,181; l. 205'6"; b. 32'0"; dr. 13'2" (aft); s. 16 k.; cpl. 71; a. 2 guns)

The second *Algonquin*—a revenue cutter built at Cleveland, Ohio, in 1897 by the Glove Iron Works—was commissioned in the United States Revenue Cutter Service later that year.

On 24 March 1898, after United States' relations with Spain over the situation in Cuba had deteriorated to the point of an open break which might lead to war, President McKinley issued an executive order instructing the Revenue Cutter Service to cooperate with the Navy. *Algonquin* was assigned to the North Atlantic Fleet. Records are scanty regarding the exact nature of her service during the Spanish American War. There is nothing to suggest that she ever participated in an engagement, nor did she capture any prizes. It is probable that she did not serve on the Cuban blockade but, rather, replaced ships of the North Atlantic Fleet patrolling home waters. She served with the Navy until 17 August 1898 at which time she resumed operations under the Treasury Department.

Over the next two decades, *Algonquin* conducted normal Revenue Cutter Service/Coast Guard cruises. Initially, she operated along the east coast of the United States with periodic assignments to the West Indies. A break in that routine came in September of 1900 when she departed Baltimore, Md., bound for Galveston, Tex., and duty in the Gulf of Mexico. That tour of duty lasted until 25 November 1901 at which time the cutter

returned to the east coast at Charleston, S. C. She resumed her east coast-West Indies duties, and they occupied her time up until the United States entered World War I.

When the United States joined the Allies in the war against the Central Powers on 6 April 1917, the Coast Guard was transferred to the jurisdiction of the Navy. *Algonquin* served in the 5th Naval District, based at Norfolk, for the first five months of this stint of naval service. Late in September, she embarked upon a 16-month tour of duty in European waters. Assigned to Division 6, Squadron 2, Patrol Force, she operated from the base at Gibraltar and escorted convoys between various Mediterranean ports. She concluded her European service and returned to the United States early in February 1919.

While still under Navy control, the cutter departed New York on 26 June 1919, bound for the west coast. On 28 August, after her arrival in the 13th Naval District, she was returned to Treasury Department jurisdiction. For the remaining 11 years of her Coast Guard service, *Algonquin* patrolled the Pacific Northwest and the islands and coast of Alaska. Decommissioned at San Francisco on 11 December 1930, the cutter was sold to the Foss Launch & Tug Co., Tacoma, Wash., on 23 September 1931.

Algorab

Algorab is a star in the constellation Corvi.

(AK-25: dp. 14,225; l. 459'1"; b. 63'; dr. 26'5"; s. 16.5 k.; cpl. 397; a. 1 5", 8 40mm., 18 20mm.; cl. *Arcturus*; T. C2)

Algorab (AK-25) was laid down under a Maritime Commission contract (MC hull 20) on 10 August 1938 by the Sun Shipbuilding & Drydock Co., Chester, Pa.; launched on 15 June 1939; sponsored by Miss Mary Aldrich; acquired by the Navy on 6 June 1941; and commissioned at Boston, Mass., on 15 June 1941, Comdr. Thomas B. Inglis in command.

Following her commissioning, the cargo ship held shakedown along the east coast. On 4 October, she proceeded to Little Placentia Harbor, Newfoundland. There she joined an Iceland-bound convoy, sailed on 12 October, and reached Hvalfjörður on 9 November. After discharging her cargo, the ship returned to New York City, where she underwent repairs and alterations. She got underway again on 6 December and steamed to Norfolk.

On 5 February 1942, *Algorab* sailed to the Caribbean with general cargo on board. She stopped at St. Thomas, Virgin Islands; San Juan, Puerto Rico; and Guantanamo Bay, Cuba. After loading raw sugar in Cuba, the ship carried it to Balti-



Algonquin (center) and *Winooski* (left) at the start of the race conducted to determine the relative merits of their machinery, in New York harbor, 13 February 1866, as seen in a contemporary engraving. (NH 57269)

more. She moved to New York City shortly thereafter and embarked Army troops for transportation to the South Pacific. She transited the Panama Canal; made port calls at San Diego and San Francisco, Calif.; then continued on to Nukualofa, Tongatabu. *Algorab* reached Nukualofa on 27 June; then retraced her course to San Francisco; and, upon her return, began a period of repairs.

Algorab left San Francisco on 9 August bound via the Panama Canal for Norfolk. While conducting a tactical maneuver in convoy on 11 September, she collided with *Harris* (AP-8) and suffered extensive damage in the forepart of the ship. Twenty-three feet of her bow was sheared off and one of her bulkheads buckled. One of her crewmen was killed. However, the ship was able to continue unassisted and reached Norfolk on 13 September.

Her repairs completed on 7 October, *Algorab* loaded and proceeded in company with Transport Division (TransDiv) 5 to Mehdia, French Morocco. She was scheduled to take part in the landings in North Africa. These began on 8 November, and *Algorab* provided landing boats for assault troops. Ten days later, after completing her role in the successful invasion, she left the area on 18 November bound for Norfolk, where she arrived on 30 November.

She underwent a brief period of repairs, then sailed on 17 December for the South Pacific. *Algorab* reached Noumea, New Caledonia, on 18 January 1943 and discharged her cargo. On 1 February, the ship was reclassified an attack cargo ship and redesignated AKA-8. She spent the period between January and June supporting consolidation operations in the southern Solomon Islands. *Algorab* made a total of five voyages between New Caledonia, Espiritu Santo, and Guadalcanal or Tulagi.

On 30 June, *Algorab* took part in the landings on Rendova Island. While retiring to Tulagi that afternoon, her convoy was attacked by Japanese torpedo bombers. Her gunners assisted in the destruction of five enemy planes, and the attack cargo ship proceeded to Tulagi. From 1 July to 17 August, she made more voyages carrying troops and equipment between Guadalcanal; Hollandia, New Guinea; New Caledonia; and Espiritu Santo.

Algorab sailed for Australia, on 22 August, arrived at Sydney on the 25th, and began repairs to her main engine. On 15 September, the attack cargo ship sailed to New Castle, Australia, for amphibious warfare training exercises. After they were completed, she sailed to Moreton Bay, Australia, and remained at anchor there until 22 November. On that date, the ship entered drydock at Brisbane for a major overhaul.

Algorab got underway for the west coast on 5 September 1944, under tow and operating on reduced power. She reached San Francisco on 30 September for major engine repairs and hull alterations at the Moore Drydock Co., Oakland, Calif. She left drydock on 30 January 1945 and, following engine trials, sailed on 5 February en route to Leyte, Philippines. The ship paused at Eniwetok to join a convoy; put in at Leyte on 4 March; and, upon her arrival, began unloading ammunition, vehicles, and provisions earmarked for the Ryukyu campaign.

Algorab sailed with TransDiv 37 on 27 March, arrived off Okinawa on 1 April, and sent off her boats at 0600. Her cargo was completely unloaded by 9 April, and *Algorab* sailed that day for Hawaii. She made a brief stop in Saipan, reached Pearl Harbor on 24 April, and underwent another period of engine repairs before the vessel sailed on 10 May for San Francisco.

Upon her arrival, on 18 May, *Algorab* received repairs at the General Engineering & Drydock Co. which continued through October. On 14 October, preparations were begun for deactivation. *Algorab* was decommissioned on 3 December, and her name was struck from the Navy list on 19 December. She was returned to the Maritime Commission on 30 June 1946.

Algorab won four battle stars for her World War II service.

Elisha Whitney—an N3-S-A2 freighter launched on 31 October 1943 at Beaumont, Tex., by Pennsylvania Shipyards, Inc., under a Maritime Commission contract (MC hull 1624)—was acquired by the Navy from the Army on 12 June 1951 and renamed *Algorab* (AK-262). She was loaned to the Republic of Korea that same day and served that nation until her return to the United States Navy early in 1960. Her name was struck from the Navy list on 1 February 1960; and she was sold to Hong Kong Rolling Mills, Ltd., on 27 June 1960 for scrapping.

Algorma

An Indian word meaning to fish with a torch.

I

(ScTug: dp. 998; l. 156'8"; b. 30'; dr. 14'7"; s. 13.06 k.; cpl. 44; a. 1 mg.)

The first *Algorma* was laid down on 6 January 1919 at Port Richmond, N. Y., by the Staten Island Shipbuilding Co.; launched on 12 June 1919; and commissioned on 15 May 1920 at the New York Navy Yard, Brooklyn, N. Y., Lt. H. C. Brown in command.

Following her commissioning, the tug was assigned to duty in the 3d Naval District. On 17 July 1920, she received the alphanumeric designation AT-34. In January 1921, the ship was reassigned to the 5th Naval District, homeported at Norfolk, Va., and carried out towing operations there until 12 September 1921. She sailed from Hampton Roads for the Canal Zone on that day and reached Coco Solo on 28 September. She then began operations between Coco Solo and San Diego, Calif., carrying out towing duties. In April 1922, the vessel left the Canal Zone and proceeded to the Mare Island Navy Yard, Vallejo, Calif., where she arrived on 29 March 1922 and began deactivation preparations. The tug was placed out of commission at Mare Island on 3 May 1922.

Algorma was recommissioned there on 29 September 1924, Lt. Frank Schultz in command. She was assigned to Fleet Base Force, Train Squadron 2, Battle Fleet, and provided services as a tender to aircraft and towed targets and carried out routine towing duty along the California coast. The highlight of her service during this period was a mission of mercy late in June 1925, when the tug carried emergency supplies to earthquake victims in the area of Santa Barbara, Calif. *Algorma* continued her west coast operations through 30 June 1941, when she left San Diego and returned to the east coast.

The tug reported to the Atlantic Fleet on 14 July 1941 and briefly operated in the Caribbean before arriving in Norfolk on 13 August. During late August and early September, she acted as a target towing vessel during exercises held off the coast of Maine. Upon completion of this assignment, the ship returned to Norfolk and remained in the Hampton Roads area through June 1942 performing various towing duties.

In July 1942, *Algorma* sailed to the Caribbean and participated in fleet exercises, towing targets for vessels and shore batteries. She also carried out antisubmarine patrols. Among her ports of call were San Juan, Puerto Rico; Charlotte Amalie, St. Thomas, Virgin Islands; Trinidad; Guantanamo Bay, Cuba; and Willemstad, Curaçao. She returned to Norfolk in December 1943 for overhaul.

The tug sailed in a convoy bound for England on 25 January 1944. She arrived at Falmouth on 15 February and assumed duties as a patrol, escort, and towing vessel. The ship participated in the buildup of Allied forces for the invasion of northern France. On 15 May, her designation was changed to ATO-34. Following the invasion of France, *Algorma* assisted disabled vessels, took part in salvage operations, and carried out regular barge and lighter duty between Great Britain and France.

On 23 March 1945, the vessel joined a convoy at Belfast, Ireland, and shaped a course for the east coast of the United States. She touched at New York City, N.Y., on 13 April. The tug continued down the east coast and entered the Norfolk Navy Yard for overhaul. Upon the completion of the yard period, she sailed, via the Panama Canal, for the west coast and arrived at San Francisco, Calif., on 25 August.

Algorma assumed regular towing duties with the Pacific Fleet while based at Treasure Island. This assignment occupied the vessel until she was decommissioned at Treasure Island on 18 June 1946. Her name was struck from the Navy list on 31 July 1946. The ship was transferred to the Maritime Commission on 14 January 1947 for disposal.

Algorma earned one battle star for her World War II service.

II

(ATA-212: dp. 835; l. 143'; b. 33'10"; dr. 13'2"; s. 13 k.; cpl. 45; a. 2 20mm.; cl. ATA-121)



Algorma (AT-34), underway off the Norfolk Navy Yard, 13 November 1942. Camouflage is probably Measure 21. (19-N-37294)

Originally projected as *ATR-139*, the vessel was redesignated *ATA-212* on 15 May 1944; her keel was laid down on 3 February 1945, at Port Arthur, Tex., by the Gulfport Boiler & Welding Works; launched on 20 March 1945; and commissioned on 21 May 1945.

From June 1945 through March 1946, *ATA-212* served as a towing vessel at Pearl Harbor, Hawaii. She sailed for the United States on 18 March; reached San Diego, Calif., on 31 March; and operated in the San Diego area until 13 May. On that day, the tug sailed for Astoria, Ore. Upon her arrival on the 17th, she began preparations for inactivation. On 20 December 1946, the ship was decommissioned and berthed in the Columbia River.

She remained inactive for almost 30 years, although several administrative changes affected her status. She was named *Algorma* on 16 July 1948 and was so known for the next 14 years. On 1 September 1962, her name was struck from the Navy list, and she was placed in the custody of the Maritime Administration. Berthed at Astoria, Ore., until the spring of 1971, the tug was then towed from Astoria to the berthing facility at Suisun Bay, Calif. She remained there until sold to Mr. John S. Latsis in April of 1976.

Athena

A star in the constellation Gemini.

(AK-26: dp. 15,080; l. 479'8"; b. 66'; dr. 27'1"; s. 16.6 k.; cpl. 446; a. 1 5"; T. C2-S)

Robin Kettering was laid down under a Maritime Commission contract (MC hull 74) on 19 June 1940 at Sparrows Point, Md., by the Bethlehem Shipbuilding Corp.; launched on 18 January 1941; sponsored by Mrs. William Sanford Lewis; purchased by the Navy on 31 May 1941 from the Robin Line of the Seas Shipping Co., Inc., of New York City; commissioned as *Athena*

(AK-26) at Hoboken, N.J., on 15 June 1941, Comdr. Charles B. Hunt in command.

Following final fitting out and shakedown training, the cargo ship began operating among ports on the east coast of the United States. The ship arrived at Boston on 13 December to take on cargo for Argentia, Newfoundland. She completed her run to that port by the end of December and then proceeded to Brooklyn, N.Y., to refill her holds. She picked up more cargo at Norfolk, Va., in mid-January 1942 and returned to New York City to embark troops before getting underway on 5 February for Europe. On the next day, the ship was officially assigned to the Naval Transportation Service.

After touching at Halifax, Nova Scotia, *Athena* reached Belfast, Northern Ireland, on 27 February and remained there for approximate two weeks discharging her passengers, equipment, and supplies. She made a stop at Clydebank, Scotland, on 14 March and sailed two days later for the United States. The vessel reached New York on the 25th.

The ship departed the east coast on 9 April, bound for the Canal Zone; transited the canal on the 19th; and set her course for the Tonga Islands. She reached Tongatabu on 9 May; landed Army and Navy personnel; left that island two weeks later; and arrived at San Diego, Calif., on 5 June. While in port, the vessel underwent repairs and alterations before taking on marines and equipment for transportation to the South Pacific.

On 1 July, *Athena* got underway for Tongatabu. Upon her arrival there, she was assigned to Amphibious Forces, Pacific Fleet. A few days later, the vessel sailed to the Fiji Islands to participate in amphibious landing exercises in preparation for the American thrust into the Solomon Islands in which United States forces would take the offensive for the first time in World War II. After completing the exercises, she sortied with Task Group (TG) 62.1 for Guadalcanal, arrived off that island on 7 August, and began unloading operations.

In spite of heavy enemy air attacks, the ship carried out her task successfully and got underway on the evening of the 9th for

Espiritu Santo, New Hebrides, where she arrived the next morning. The ship took on another load of cargo; set out for the Solomons on the 20th; reached Tulagi two days later; and began discharging sorely needed supplies. She meanwhile took on casualties and prisoners of war for evacuation to Espiritu Santo and reached that island on 24 August.

During the next month, *Alhena* carried out a series of supply runs between Espiritu Santo and Efate, New Hebrides. This pattern of operations was interrupted on 24 September, when she left Espiritu Santo bound for the Solomons. She moored off Guadalcanal on the 26th and began a routine of unloading her cargo ashore during the day and retiring seaward each night. The work proceeded successfully in spite of heavy Japanese air harassment until the task was completed on the 29th and the vessel sailed for Espiritu Santo.

At 2354, a torpedo from the Japanese submarine *I-16* struck the ship in the area of the number five hold and caused extensive damage in the after part of the ship. The attack killed four crewmen, wounded 20, and left one missing. Fires broke out but were quickly brought under control. She was unable to make any headway and drifted throughout the night and the next day. *Monssen* (DD-436) came alongside on 1 October and took *Alhena* in tow. *Navajo* (AT-64) relieved the destroyer the next day, and the tug continued on toward the New Hebrides with the cargo ship in tow. They reached Espiritu Santo on the 7th, and work began on temporary repairs to the ship.

On 16 October, *Navajo* once again took *Alhena* in tow and headed for New Caledonia. They reached Noumea on the 20th, and the repair work continued until 8 November when she got underway under her own power for Australia. She reached Sydney on 20 November and remained there until the following June undergoing final repairs and conversion to an attack cargo ship. As a result of her new configuration, the vessel was redesignated AKA-9 on 26 November 1942.

Finally, over eight months after being torpedoed, *Alhena* returned to duty in the South Pacific. She left Sydney on 10 June 1943 and shaped a course for Noumea. During the next few months, the ship was engaged in runs between Noumea and Guadalcanal and also made port calls at Auckland, New Zealand, to take on cargo. In late October and November 1943, *Alhena* took part in operations on Bougainville, the largest of the Solomon Islands. Although taken under enemy attack several times, *Alhena* discharged her troops and supplies without sustaining any damage.

Following this operation, the ship resumed her runs between Noumea and Guadalcanal and continued that duty until departing Guadalcanal on 24 March 1945, bound for Hawaii. Following a stop at Funafuti, Ellice Islands, en route, she reached Hawaii on 9 April. Throughout April and May, *Alhena* conducted maneuvers and loading operations in Hawaiian waters in preparation for the impending assault on Saipan. She departed Honolulu on 30 May with troops of the 2d Marine Division embarked, bound via Eniwetok for Saipan.

Alhena arrived off Saipan on 15 June and began debarking her troops. Despite undergoing two air attacks while unloading, she completed the process on the 23d, left the area, touched at Pearl Harbor on 4 July, and pushed on the next day toward the California coast. The ship entered San Francisco Bay on the 11th and, shortly thereafter, began a three-month period of overhaul.

The work was finished in early October, and *Alhena* got underway on the 13th bound for the Admiralty Islands. She reached Manus on 29 October. While at anchor in Seeadler Harbor waiting to discharge her cargo, she was damaged by the explosion of ammunition ship *Mount Hood* (AE-11) at 0855 on 10 November. Three of her crew members were killed and 70 were wounded, 25 of them seriously. *Alhena* herself suffered extensive damage above decks which necessitated some six weeks of repair work.

The ship resumed action in mid-December and participated in the invasion of Luzon at Lingayen Gulf in January 1945. She then sailed to Ulithi to take on cargo and moved thence to Guam to embark troops of the 3d Marine Division. *Alhena* departed Guam on 9 March and shaped a course for Iwo Jima where she sent her marines ashore as part of the invasion force.

Having discharged her embarked troops and equipment, the ship left the Volcano Islands and proceeded to Noumea. *Alhena* remained in port there for nearly two months in reserve for the Okinawa invasion. In late May, she steamed to Leyte to replenish her supplies. From early June through the end of the war in September, *Alhena* operated between Manila, Philippines, and various ports in New Guinea carrying troops, supplies, and

equipment. Among her ports of call were Finschhafen, Hollandia, and Oro Bay, New Guinea.

On 13 October, *Alhena* entered Tokyo Bay. She operated in Japanese waters supporting American occupation forces through 19 November. On that day, the ship departed Yokosuka, Japan, bound for the United States. The cargo vessel paused at Seattle, Wash., before sailing on to San Francisco. After remaining in port through the Christmas holidays, she got underway on 6 January 1946 for the Far East. The ship made port at Okinawa on 22 January and soon continued on to Tsingtao, China. After discharging her cargo there, she left Chinese waters on 2 March, bound for the United States.

Alhena arrived at San Francisco on 18 March and underwent a period of voyage repairs. She set sail on 12 April and shaped a course for the east coast. After transiting the Panama Canal, the cargo ship arrived at Norfolk on 1 May. One week later, she moved on to New York City. *Alhena* was decommissioned there on 22 May 1946, and her name was struck from the Navy list on 15 August 1946. She was transferred to the Maritime Administration for disposal on 12 September 1946. The ship was later sold and refitted for service as a merchant vessel.

Alhena earned five battle stars for her World War II service.

FS-257 was acquired from the Army on 12 December 1951, named *Alicha*, and designated AKL-38. The ship was loaned to the Republic of Korea that same day and served until early in 1960 when she was returned to the Navy. Her name was stricken from the Navy list on 1 February 1960; and she was sold to Hong Kong Rolling Mills, Ltd., in June of 1960 for scrapping.

Alice

Alice—a screw tug built at Philadelphia in 1864—was purchased there by the Navy on 25 July 1864 and renamed *Aster* (q.v.) before being placed in commission on 12 August of that year.

I

(Tug: dp. 356; l. 101'9"; b. 25'6"; dr. 8'0"; s. 10 k.; a. 2 6-pdrs.)

The first *Alice*—a tug constructed in 1893 at Tompkins Cove, N.Y., by Roderman & Co.—was purchased by the Navy from John M. Worth on 26 March 1898 and was placed in commission at Norfolk, Va., on 6 April 1898. The tug spent her entire 18-year Navy career at Norfolk operating as a supply tug. Her name was struck from the Navy list on 28 April 1916, and she was sold to Mr. Field S. Pendleton.

II

(MB: t. 20 (gross); l. 60'; b. 10'10"; dr. 3' (aft); s. 16½ k.; cpl. 6; a. 2 1-pdrs., 1 mg.)

The second *Alice* (SP-367)—a motorboat built in 1913 at Morris Heights, N.Y., by the Gas Engine & Power Co. & Charles L. Seabury Co.—was acquired by the Navy from Mr. David H. Morris, of New York City, on 8 May 1917 and commissioned on 29 September 1917.

Assigned to the 3d Naval District, she served as a dispatch boat through the end of World War I, transporting inspection and inventory parties around New York harbor. She was decommissioned on 9 May 1919, and her name was struck from the Navy list on 7 July 1919. On 5 August 1919, she was sold to Mr. Reinhard Hall, of New York, N.Y.

Alice, Mary see *Mary Alice* (SP-397)

Alida

(Tug: l. 76'0"; b. 18'0")

Alida—a tug built in 1905 at Wilmington, Del., by Pusey & Jones Corp.—was apparently acquired by the Navy sometime in



Alice, at the Norfolk Navy Yard, September 1900. (NH 57790)

1912. She was placed in service at Melville Station, R.I., and spent her entire career there providing support for the Naval Torpedo Station, Newport, R.I. She served the Navy through World War I and into the twenties. In the summer of 1920, when the Navy adopted its present alphanumeric system of hull designations, *Alida* became YT-102. She was sold on 19 March 1921.

Alikula Bay

A bay located east of Egg Harbor and indenting the north coast of Coronation Island which, in turn, lies off the southeastern coast of Alaska. The name, Alikula, is derived from an Indian word meaning "night."

On 22 January 1943, the name *Alikula Bay* was assigned to the aircraft escort vessel, ACV-57—a ship which had been laid down on 12 December 1942 under a Maritime Commission contract (MC hull 1094) at Vancouver, Wash., by the Kaiser Shipbuilding Co. However, in keeping with the growing desire to commemorate victories of the then-ongoing global conflict, the ship was renamed *Coral Sea* (*q.v.*), on 3 April 1943, less than a month before she was launched.

Alikula Bay (CVE-95)—the name reassigned on 28 June 1943—was laid down under a Maritime Commission contract (MC hull 1132) on 31 January 1944 at Vancouver, Wash., by the Kaiser Shipbuilding Co.; launched on 18 April 1944; and sponsored by Mrs. Mon C. Wallgren, the wife of the Honorable Mon C. Wallgren, United States senator from the state of Washington.

As it became the practice to rename escort carriers—once assigned the names of “bays in Alaska”—for victories in the current war, the name *Alikula Bay* was changed to *Bismarck Sea* (q.v.) on 16 May 1944, prior to her commissioning.

Alkaid

A star in the constellation Ursa Major.

(AK-114: dp. 12,350; l. 441'6"; b. 56'11"; dr. 24'6"; s. 12.8 k.; cpl. 198; a. 1 5", 4 40mm., 12 20mm.; cl. *Crater*; T. EC2-S-CI)

William G. Sumner (AK-114) was laid down under a Maritime Commission contract (MCE hull 1211) on 13 September 1943 by the St. John's River Shipbuilding Co., Inc., Jacksonville, Fla.; launched on 8 November 1943; sponsored by Mrs. W. R. McQuaid; renamed *Alkaid* on 13 November 1943; acquired by the Navy under a bareboat charter on 19 November 1943; converted for naval service by the Gibbs Gas Engine Co., Jacksonville, Fla.; and commissioned in Jacksonville on 27 March 1944, Lt. Comdr. E. G. Gummer in command.

Following a period of shakedown training off the east coast, *Alkaid* sailed on 6 May for the Pacific, via Guantanamo Bay, Cuba, and the Panama Canal. On 14 June, the ship touched at Espiritu Santo and reported to Service Squadron 8 for duty. For the duration of her World War II service, *Alkaid* acted as an interisland transport. Some of the ports she visited included Noumea, New Caledonia; Guadalcanal; Tulagi; Suva, Fiji; Auckland and Wellington, New Zealand; Espiritu Santo and Efate, New Hebrides; Oro Bay, New Guinea; Iwo Jima; Guam; and Eniwetok.

On 15 May 1945, *Alkaid* sailed from Ulithi with a convoy bound for Okinawa. She arrived off Hagushi beach on the 21st and operated there through the end of the month.

Alkaid touched at Pearl Harbor in early August. She was undergoing availability when she received word of the Japanese surrender. In September, the ship got underway for Japan. After making calls at Eniwetok, Saipan, and Iwo Jima, *Alkaid* dropped anchor at Yokosuka, Japan, on 4 October. For the next one and one-half months, the ship served with the occupation forces in Japan.

On 16 November, *Alkaid* left Japan with a load of homeward-bound American troops and reached San Francisco, Calif., on 6 January 1946. The ship was decommissioned there and returned to the Maritime Commission on 11 March 1946. Her name was struck from the Navy list on 28 March 1946.

Alkaid won one battle star for her World War II service.

Alkes

A star in the constellation Crateris.

(AK-110: dp. 14,550; l. 441'6"; b. 56'11"; dr. 28'4"; s. 12.5 k.; cpl. 206; a. 1 5", 8 20mm., 1.30-cal. mg.; cl. *Crater*; T. EC2-S-CI)

Increase A. Lapham was laid down under a Maritime Commission contract (MC hull 1584) on 10 June 1943 at Richmond, Calif., by the Permanente Metals Corp.; launched on 29 June 1943; sponsored by Mrs. Chester P. Kenman; acquired by the Navy on 5 October 1943; converted for naval service by the Hurley Marine Works, Oakland, Calif.; renamed *Alkes* (AK-110) on 6 October 1943; and placed in commission at Oakland on 29 October 1943, Comdr. W. H. Wight in command.

After shakedown training, the new cargo ship got underway for Pearl Harbor, Hawaii, her base of operations while she carried supplies to the forward areas in the Pacific. In early December, the ship sailed to the Gilbert Islands with Task Unit (TU) 16.15.1. She reached Makin Island on the 16th and commenced unloading. The ship moved to Baker Island on the 31st to take on cargo prior to returning to Pearl Harbor, where she arrived on 13 January 1944.

Shortly after returning to Hawaii, the vessel began taking on supplies and equipment for another shuttle run. *Alkes* sailed on 25 January for the Marshall Islands. Upon reaching Majuro Atoll, on 3 February, the ship began unloading her cargo to support ongoing landing operations. One week later, she reversed her course and arrived back at Pearl Harbor on 21 February.

Alkes got underway again on 12 March, bound for the Marshall and Gilbert Islands with Task Group 16.12. Among her ports of call were Eniwetok, Kwajalein, and Majuro, Marshall Islands; and Tarawa and Makin, Gilbert Islands. *Alkes* returned to Pearl Harbor on 8 May to replenish her cargo. She shaped a course back to the Marshalls on the 22d and made stops at Kwajalein and Eniwetok. The vessel arrived at Guam on 8 August, where she remained for one month discharging cargo and delivering fresh water to various ships of the fleet.

Alkes arrived back at Pearl Harbor on 11 September. After 10 days in port, she continued sailing east toward the United States. The vessel reached San Pedro, Calif., on 3 October and, shortly thereafter, began alterations and repairs. She moved to San Francisco, Calif., on the 27th to take on cargo and, on 6 November, sailed for Pearl Harbor.

The ship reached Hawaiian waters on the 16th and sailed the next day for Eniwetok, Guam, and Ulithi. *Alkes* reached Ulithi on 13 December and assumed duty there as a fleet issue ship. She operated at Ulithi until 6 February 1945, when she got underway for a return voyage to California. *Alkes* arrived at San Pedro on 4 March and underwent repairs while taking on supplies and equipment. She sailed on the 23d to resume her cargo operations in the Western Pacific. On 12 April, the ship returned to Ulithi, where she remained until late May, preparing for the impending assault on the Ryukyus.

Alkes got underway with TU 13.11.2 on 23 May, bound for Okinawa. She remained off that island and Kerama Retto from 28 May through 13 August issuing her cargo to units of the invasion force. She experienced numerous air attacks but continued to carry out her duties without sustaining any serious damage. She left Okinawa in mid-August and sailed via Ulithi to the west coast of the United States. The ship again reached San Pedro on 14 September and remained there until early January 1946, serving as a fleet issue ship. On 3 January, she set a course for the east coast. Having transited the Panama Canal, *Alkes* arrived at Norfolk, Va., on the 31st. Preparations for her inactivation were then begun. The vessel sailed to Baltimore, Md., on 8 February and was placed out of commission there on 20 February 1946. She was returned to the Maritime Administration on 27 February, and her name was struck from the Navy list on 12 March 1946.

The ship was subsequently laid up in the James River as *Increase A. Lapham*. She was sold on 26 October 1971 to Hierros Ardes S. A., Bilbao, Spain, for scrapping.

Alkes won three battle stars for her World War II service.

Allagash

A river in Piscataquis and Aroostook Counties in northern Maine that flows into the St. John River.

(AO-97: dp. 25,400 (lim.); l. 553'0"; b. 75'0"; dr. 32'4" (lim.); s. 18.3 k. (tl.); cpl. 304; a. 1 5", 4 3"; cl. *Cimarron*; T. T3-S2-AI)

Allagash (AO-97) was laid down on 26 October 1944 at Sparrows Point, Md., by the Bethlehem Steel Co. under a Maritime Commission contract (MC hull 2559); launched on 14 April 1945; sponsored by Mrs. Reuben D. Vining; acquired by the Navy on a loan-charter basis on 21 August 1945; and commissioned that same day, Lt. Comdr. Howard C. Plummer, USNR, in command.

The oiler departed Baltimore on 27 August for shakedown training in Chesapeake Bay. She completed this cruise—interrupted by an availability at the Norfolk Navy Yard between 4 and 15 September—late in that month and put to sea from Norfolk on 28 September, bound for the West Indies. Operating from Guantanamo Bay, Cuba, the ship spent the next 10 weeks carrying fuel oil between ports on the gulf coast of the United States and bases in the West Indies. She also conducted underway refueling exercises before returning to Norfolk on 10 December and remaining there for the rest of the year.

At the beginning of 1946, the ship was assigned to the Naval Transportation Service and began regular voyages carrying oil from gulf coast and West Indian oil ports to cities along the east coast. By August 1947, she expanded her itinerary to include Persian Gulf oil ports, making two round-trip voyages between the United States and the island of Bahrain during the period August 1947 to April 1948. During the summer of 1948, *Allagash* began deployments with the 6th Fleet in the Mediterranean Sea.



Allagash (AO-97), steams ready to provide fuel oil to the approaching *Shangri-La* (CVA-38) (background), 26 April 1962, in this view taken by Photographer 1st Class H. Lynn. (USN 1061093)

Returning to the east coast of the United States in September 1948, she resumed runs between the Atlantic seaboard and oil ports in the West Indies and along the coast of the Gulf of Mexico.

Allagash did not deploy to the Mediterranean again until 1951 when she operated with the 6th Fleet between June and September. Her next overseas deployment came in the summer of 1952 when she sailed to northern European ports during a training cruise for midshipmen. That fall, the oiler participated in the NATO exercise "Operation Mainbrace." In the spring of 1953, the ship was once more deployed to the Mediterranean. Operations along the eastern seaboard occupied her time during the latter part of 1953 and the first five months of 1954. Early in June 1954, *Allagash* sailed for Europe again on the first of two midshipmen training cruises conducted that summer. Repairs and western Atlantic missions took up the remainder of that year.

In mid-January 1955, she completed a three-month overhaul and embarked upon three weeks of refresher training in the West Indies. During the latter part of February and the first week in March, the oiler took part in the annual "Springboard" exercise in the West Indies. She embarked upon another cruise to the Mediterranean early in May and returned to the United States at the beginning of October. Emergency repairs kept her out of operation in November and December.

In the 10 years between the beginning of 1956 and the beginning of 1966, *Allagash* continued to conduct operations along the lines established during her first decade of service. She made six deployments to the 6th Fleet in the Mediterranean Sea, participated in NATO exercises, and made midshipmen cruises. When not deployed overseas, the oiler conducted east coast and West Indian missions, including the annual "Springboard" fleet exercise as well as type training, refresher training, and independent ship exercises. During November and December of 1962, she earned the Armed Forces Expeditionary Medal for provid-

ing logistics support to the warships enforcing President John F. Kennedy's "quarantine" of Cuba to compel the Soviet Union to remove offensive missiles from that island.

The year 1966, the first of her last five of active service, began as had many of the previous 20. She had returned from a Mediterranean deployment late in 1965. February 1966 brought the usual "Springboard" exercises in the West Indies followed by several weeks of operations out of Newport, R.I. On 21 June, *Allagash* departed Newport on a voyage that added a new area of the world to her itinerary, the South Atlantic. During that cruise, she visited Port Elizabeth in South Africa and Rio de Janeiro in Brazil, before returning to Newport on 18 August. After a period of post-deployment standdown and local operations, the oiler began regular overhaul at Boston on 17 November.

She completed repairs on 30 April 1967 and resumed operations out of Newport. On 10 August, the ship was again deployed to the Mediterranean. *Allagash* returned to Newport on 4 February 1968 and, after standdown, participated in the annual "Springboard" exercises and conducted local operations from her base at Newport. Between 22 April and 14 June, she took part in exercises in the northern Atlantic during which she also visited northern European ports. She returned to the Rhode Island coast on 14 June visiting Melville and Newport until 19 July. During the remainder of the year, *Allagash* completed missions off the coasts of Florida and New England. On 6 January 1969, the oiler departed Newport on her final assignment with the 6th Fleet in the Mediterranean and returned to Newport on 27 July. She spent her final year of service operating off the east coast of the United States.

Allagash was placed in commission, in reserve, at Boston, Mass., on 2 September 1970 to prepare for inactivation. On 21 December 1970, she was decommissioned. Though she remained Navy property, *Allagash* was turned over to the custody of the Maritime Administration on 13 November 1971 at its James River

(Va.) facility. Her name was struck from the Navy list on 1 June 1973, and she was sold to the Union Minerals & Alloys Corp. on 22 March 1976 for scrapping.

Allamakee

(YTB-410: dp. 260; l. 100'0"; b. 25'0"; dr. 9'7" (f.); s. 12; cl. *Sassaba*)

Allamakee (YTB-410) was laid down on 3 June 1944 at Brooklyn, N.Y., by Ira S. Bushey & Sons; launched on 23 August 1944; delivered to the Navy on 16 April 1945; and placed in service on the west coast with the 1st Fleet. The harbor tug was out of service, in reserve, at Hawaii by February 1947 and remained so until late in 1950. In October 1950, she was placed back in service in the 14th Naval District. After July 1954, her duty station was Midway Island at the extreme western end of the Hawaiian chain. *Allamakee* served the 14th Naval District, probably still at Midway, until sometime around mid-1959. The 1959 *Naval Vessel Register/Ship's Data Book* lists her as struck from the Navy list in June 1959 and "Disposed of, by abandoning, burning, scuttling or sinking," but no records providing specific information concerning her ultimate fate have been found.

Allaquipa

The name of a woman who served as a leader (sachem) in the Delaware Indian tribe around the middle of the 18th century. She lived in what is now Allegheny County, Pa. It is said that a small Delaware village located nearby bore her name.

(YT-174: dp. 206; l. 102'2"; b. 24'0"; dr. 10'; s. 12 k. (tl.); cpl. 15; cl. *Allaquipa*)

Allaquipa (YT-174)—a tug built in 1941 at Port Arthur, Tex., by the Gulfport Boiler & Welding Works—was purchased by the Navy on 15 June 1941 and placed in service in August 1941.

Assigned to the 3d Naval District, *Allaquipa* operated from the base at New London, Conn., through the end of World War II. On 15 May 1944, she was reclassified a large harbor tug and redesignated YTB-174. For a decade after the return of peace, the harbor tug continued to serve in the 3d Naval District. In September 1955, *Allaquipa* was reassigned to the 1st Naval District. In February 1962, she was reclassified a medium harbor tug and redesignated YTM-174. The tug served in New England waters until the spring of 1969 when she was transferred to the 5th Naval District. For the remainder of her active career, *Allaquipa* operated around Norfolk, Va. She was placed out of service sometime during the first half of 1973, and her name was stricken from the Navy list in June 1973. Presumably, she was sold for scrap soon thereafter.

Allegan

A county in Michigan.

(AK-225: dp. 14,550; l. 441'6"; b. 56'11"; dr. 28'; s. 12.5 k.; cpl. 229; a. 1 5", 1 3", 8 20mm.; cl. *Crater*; T. EC2-S-CI)

Van Lear Black was laid down under a Maritime Commission contract (MCE hull 2416) on 21 December 1943 at Baltimore, Md., by Bethlehem-Fairfield Shipyard; launched on 21 January 1944; sponsored by Mrs. Van Lear Black; acquired by the Navy under a bareboat charter on 7 August 1944; renamed *Allegan* and designated AK-225 on 12 August 1944; converted for naval service at Baltimore by the Maryland Drydock Co.; and commissioned on 21 September 1944, Lt. Comdr. J. Huling in command.

Following shakedown training in the Chesapeake Bay, *Allegan* took on a cargo of pontoons at Davisville, R.I., for transportation to the Philippines. She left Davisville on 19 October and shaped a course for the Pacific. The ship transited the Panama Canal on the 30th and continued sailing westward. She reached Eniwetok on 27 November and departed that atoll on 6 December in a convoy bound for Leyte. The vessel paused en route at Ulithi before reaching Leyte on 22 December.

Allegan operated in Philippine waters in the vicinity of Leyte

and Samar through late January 1945, discharging cargo and assembling pontoons. She successfully carried out this assignment despite being subjected to frequent enemy air attacks. The ship left the Philippines on 23 January and shaped a course for the west coast of the United States. She paused en route at Manus, Admiralty Islands, on 30 January; then sailed on for California and reached San Pedro on 23 February. There, she took on board another cargo of pontoons and got underway again on 9 March bound for Okinawa.

After making brief port calls at Eniwetok and Ulithi, the vessel arrived off Okinawa on 3 May. During the next three months, she remained in the area discharging and assembling pontoons. She was subjected to frequent air attacks throughout this period and assisted in downing three enemy planes.

Allegan departed Okinawa on 5 August, bound for Pearl Harbor, Hawaii, via Saipan. She arrived in Hawaiian waters on 26 August, and stood out two days later for San Francisco, Calif. The vessel reached San Francisco Bay on 5 September and, after a period of voyage repairs, got underway again on 6 October bound for Hampton Roads, Va. After retransiting the Panama Canal, *Allegan* reached Norfolk on the 27th. She was decommissioned at Portsmouth, Va., on 15 November 1945; was returned to the War Shipping Administration a week later, and her name was struck from the Navy list on 28 November 1945.

Allegan received one battle star for her World War II service.

Alleghany

An incorrect spelling of Allegheny frequently found in reference to the first *Allegheny* (q.v.).

Allegheny

A river which rises in Potter County, Pa., and flows northwestward into southwestern New York before turning south to reenter Pennsylvania in Warren County. The stream then meanders southward through western Pennsylvania until joining the Monongahela at Pittsburgh to form the Ohio. The word Allegheny is derived from the Delaware Indian name for the Allegheny and the Ohio Rivers.

I

(HwGbt: t. 989; l. 185'; b. 33'4"; dph. 19'; dr. 13'6"; s. 4.9 k.; cpl. 190; a. 4 68-pdrs., 6 32-pdrs.; cl. *Allegheny*)

The first *Allegheny*—an iron-hulled steam gunboat propelled by two eight-bladed horizontal wheels invented by Lt. William W. Hunter—was laid down at Pittsburgh sometime in 1844 prior to 11 November by Joseph Tomlinson and Company; built under the supervision of Lt. Hunter launched on 22 February 1847; and commissioned the same day, Lt. Hunter in command.

The naval steamer soon departed Pittsburgh and arrived at Memphis, Tenn., on 1 March. She remained there until 3 June fitting out, and reached New Orleans on the 12th for more work before sailing for the east coast on 26 August. After her arrival at Norfolk, Va., on 16 October her wheels were modified by the removal of every other paddle, leaving each with four.

On 26 February 1848, *Allegheny* departed Hampton Roads and headed south for service on the Brazil station. She served along the Atlantic Coast of South America until early autumn when the sloop of war *St. Louis* arrived with orders sending the steamer to the Mediterranean.

Earlier that year, the fall of Louis Philippe from the throne of France had triggered a series of revolutions which shook Europe for the remainder of the decade, and *Allegheny* was charged with showing the American flag and affording protection to American citizens during this time of unrest. However, repeated problems with her engines caused her to head home in June 1849; and she reached the Washington Navy Yard on 1 August.

Following a fortnight's repairs, the ship sailed for the Mississippi passes to join the Home Squadron. However, continued failures with her propulsion system cut short her duty in the Gulf of Mexico; and she returned to Washington where she was placed in ordinary.

In 1851, *Allegheny* was towed to Portsmouth, Va., where the firm of Mehaffy and Co. removed her Hunter wheels and rebuilt

her as a screw steamer. She was slated to join Commodore Matthew C. Perry's expedition which sailed for the Far East in November 1852, but failed to pass sea trials and—instead of helping to open Japan to the outside world—was placed back in ordinary at Washington.

Four years later, the ship was fitted out for service as a receiving ship; and she was taken to Baltimore where she took up this new role. She was still there and, surprisingly, again under the command of her designer, William W. Hunter, now a commander—when the Civil War broke out in mid-April 1861.

President Lincoln answered the Southern attack on Fort Sumter, S.C., by calling out "... the militia of the several states ... to suppress ..." the rebellion. This move alienated many undecided citizens of the border states, prompting Virginia to secede from the Union and pushing Maryland dangerously close to withdrawing. These developments left both Washington, the Federal capital, and Norfolk, the home of the Nation's most important naval base, isolated and all but defenseless. Moreover, several important American warships were then in the Norfolk Navy Yard in varying stages of disrepair. Wishing to withdraw these men-of-war to safer waters, the Navy Department scoured Northern coastal cities for seamen to reactivate and to man them so that they might be moved out of immediate danger of falling into Confederate hands.

Thus, on 18 April, Secretary of the Navy Gideon Welles wired Hunter to "... draft fifty recruits, in charge of two officers for the receiving ship *Pennsylvania*, at Norfolk, to be sent by this evening's boat."

Hunter obtained the men; but, when he attempted to send them to Norfolk the following day, the Baltimore Steam Packet Company refused to embark them. This same day, 19 April, a violently pro-Southern mob in Baltimore attacked the 6th Massachusetts Regiment as it was moving between railroad stations on its journey to Washington to defend the Federal capital. On the next day, 20 April, since they were unable to man and move most of the Federal warships in the Norfolk Navy Yard, Federal naval authorities there abandoned, scuttled, or burned all but three of these desperately needed vessels as they put the torch to the yard and fled. The former ship of the line *Pennsylvania*—with no crew to get her underway—was among the vessels which went up in flames and was burned to her waterline.

The situation in Baltimore was so unstable that, on the 22d, Welles ordered Hunter to hire a tug to assist *Allegheny* across the harbor to Fort McHenry where she would be moored under the protection of Federal guns. Once this had been accomplished, Hunter was to send the tug to Annapolis under "... a trusty officer ..." to carry the men originally recruited for *Pennsylvania* and deliver them to the commanding officer of *Constitution*.

That venerable and revered former frigate was then serving on the Severn as a midshipmen schoolship. According to the Naval Academy historian, "Old Ironsides," as the veteran man-of-war was affectionately called, "... was fast aground at high water, the only channel through which she could be taken was narrow and difficult, and she was in easy range of any battery which might be installed on the neighboring height. To make matters worse, almost no seamen were on board to man and refloat the frigate or to defend the ship from pro-Southern attackers, if it proved impossible to work her free.

However, on the following day, when Hunter attempted to hire a tug to carry out this order, he learned that the city's mayor and board of police had issued an order forbidding the use of any steamers in Baltimore harbor "... without the permit of the board of police." Hunter then immediately applied for such a permit, but his request was denied on the grounds that "... nothing would more certainly increase that excitement to an uncontrollable pitch than any movement about the harbor and in the adjacent waters at this moment of a steamboat in the service of the United States."

Sometime between 23 and 26 April, Hunter—who had been born in Louisiana—resigned his commission as a commander in the United States Navy and "went South." On the latter day, Welles ordered Comdr. Daniel B. Ridgely—who had recently succeeded Hunter in command of *Allegheny*—"... to get the steamer *Allegheny* out of the harbor of Baltimore ..." and "if it can be done, [to] employ a tug to tow her to Annapolis. If you cannot procure a tug for this purpose, you will transfer the recruits by any practical means to Annapolis, with orders to report to Capt. George S. Blake." On 1 May, Ridgely attempted to have

Allegheny towed to Annapolis in compliance with his orders, but rough water and a useless rudder frustrated his plans. Instead, *Allegheny* moored at Fort McHenry. Ridgely transferred his recruits—by then 70 in number—to the lighthouse schooner *Delaware* for passage to Annapolis. *Allegheny* herself finally reached Annapolis on 3 May to be in position to help to protect that city which had become the principal port of debarkation for troops sent from the North to defend Washington. There she took over the defensive role formerly assigned *Constitution* which had recently sailed for Newport, R.I., with the Naval Academy midshipmen.

During the ensuing month, she remained at Annapolis protecting the port and acting as the receiving ship at that port. Late in the year, after conditions in Maryland had stabilized, *Allegheny* returned to Baltimore where she resumed her duty as receiving ship. After continuing this service through the end of the Civil War, she was moved to Norfolk in 1868. She was sold at auction there on 15 May 1869 to a Sam Ward. No record of her subsequent career has been found.

II

(Fleet Tug No. 19: dp. 1,000; l. 156'8"; b. 30'0"; dr. 14'7" (mean); s. 13 k.; cpl. 51; a. 2 3", 2 mg.; cl. *Allegheny*)

The name *Huron* was initially assigned to Fleet Tug No. 19 on 28 July 1917; but, since that assignment conflicted with the name being considered for the former German steamship *Friedrich der Grosse*, the tug was renamed *Allegheny* on 1 September 1917. Launched on 18 October 1917 at the American Shipbuilding Co., Buffalo, N.Y., *Allegheny* was delivered to the Navy on 5 December 1917 and sailed for Boston, Chief Gunner C. A. Babson in charge. However, she only got as far as Cateau Landing, Quebec, Canada, before heavy ice on the St. Lawrence stopped navigation on the river until spring. Commissioned at Quebec on 18 May 1918, *Allegheny*—Lt. A. Wholtman in command, *Allegheny* resumed her voyage and arrived at Boston on 8 June.

Outfitted at the Atlantic Works, East Boston, the fleet tug—assigned to the Naval Overseas Transportation Service (NOTS) two days after her arrival—operated along the eastern seaboard with NOTS, performing tug and tow services until assigned to the Atlantic Fleet's Train on 4 February 1919. She operated out of New Orleans under Commander, Train, Atlantic Fleet, from March 1919 to April 1921. During this period, she was designated AT-19 on 17 July 1920. In the spring of 1921, she moved to the Naval Air Station (NAS) at Pensacola, Fla., to serve as station tug.

Early in that tour at NAS, Pensacola, she was assisting *Orion* (AC-11) alongside a dock 5 July 1922, when the collier's port propeller holed the tug's starboard side. Flooding rapidly, *Allegheny* sank soon thereafter. *Orion*'s propeller damage itself was trifling, and she proceeded on her appointed rounds. Naval air station personnel, using what equipment was on hand, raised *Allegheny* themselves by 22 July.

Returned to active service in November 1922, *Allegheny* resumed a routine as station tug at NAS, Pensacola, that continued for the next decade. Highlighting the ship's tour there: she plane-guarded for *Langley* (CV-1) in 1923, as that ship worked up in the waters around the air station; joined the tug *Bay Spring* (AT-60) in aiding survivors from the gunboat *Tacoma* (PG-32) stranded at Veracruz, Mexico, in late January 1924; and assisted in providing flood relief along the Mississippi River between 24 April and 5 June 1927. During the latter operation, she rescued passengers and crew from the sunken steamer *Thomas R. Buckham* on 21 May.

Shifted to the Philadelphia Navy Yard in 1932, *Allegheny* operated in the 4th Naval District for the duration of her active service, spending the first nine years of this period as station tug at the Philadelphia Navy Yard.

When war broke out in the Pacific on 7 December 1941, the Atlantic Fleet had already been engaged in *de facto* hostilities with the Axis since the previous spring. However, local defense forces for the 4th Naval District remained largely a "paper" force, spearheaded by *Eagle 56* (PE-56), the 125-foot Coast Guard cutter *Colfax*, and *Allegheny*. Supporting these small ships was a group of 75-foot Coast Guard cutters.

Assigned to the section base at Cape May, N.J., on 18 February 1942, *Allegheny* was given the duties of station ship at the



Allegheny (AT-19) circa 1921, probably at Pensacola; note awnings shading the deckhouse just forward of her stack and over the fantail, also the bedding airing amidships, and workmen engaged in making repairs to the ship's damaged bow. (NH 57792)

entrance to Delaware Bay. A small Coast Guard cutter and two boarding boats assisted her in carrying out this mission. During February, the tug assisted the British submarine *Regent*—which had been damaged while en route from Bermuda—to the Philadelphia Navy Yard for repairs. The evolution was not without moments of anxiety for all hands. The forces sent out to bring in *Regent*—during a period of heavy U-boat activity off the eastern seaboard—initially missed making contact and, once they had reached the scene, lost contact in the heavy weather. Boiler trouble had handicapped *Allegheny* at the outset; and, once at sea she sighted a hostile submarine which apparently chose to escape rather than to attack. Five days after setting out from the section base at Cape May, *Allegheny* got back to Cape Henlopen and then towed *Regent* to Philadelphia for repairs.

On 29 March 1942, the tanker SS *Paulsboro* broke her back 10 miles from Overfalls Lightship and sent out an SOS. Upon learning of the tanker's plight *Allegheny* labored through the heavy as 40-knot winds further hindered her progress. However, a Coast Guard 83-footer stood by *Paulsboro* until the tug finally reached the scene and towed the tanker into port for repairs.

On 19 January 1944, the Liberty ship *Leland Stanford* ran aground on Hen and Chickens Shoal in zero visibility weather. Summoned to the scene, *Allegheny*—aided by radar and radio direction finder fixes—got a line to the Liberty ship and began tugging. However, her efforts were to no avail. *Leland Stanford* would not budge.

Then, on the afternoon of the 21st, with *Allegheny* still struggling to free the Liberty ship, the harbor entrance control post reported a ship afire, four or five miles away. The tanker SS *Plattsburg Socony*, loaded with 600,000 gallons of high octane aviation gasoline, had been rammed in the fog by the Liberty ship *Charles Henderson*. Ships from the waters nearby—*Allegheny*, the salvage tugs *Resolute* and *Nancy Moran*, some

Coast Guard cutters, a boarding boat, an Army mine planter, and the French destroyer escort *Senegalais*—converged on the scene of the collision.

Allegheny's sailors saw a flaming wake that stretched two miles downwind, astern of the holed tanker. *Plattsburg Socony*, herself, was a mass of flames. Her deck plating was so hot that it glowed. The tug—having been equipped with the latest in fire-fighting gear in 1943 and with her crew especially trained in techniques for dealing with a blaze at sea—approached behind a curtain of water and lay alongside to begin battling the blaze that threatened to destroy the tanker. She did so despite shouted warnings from the nearby *Charles Henderson* that *Plattsburg Socony* would more than likely blow up at any moment.

Allegheny radioed that she was alongside at 2007 with two streams of water being put on the blaze; within the hour her men were on board fighting the fire with four "fog" lines working in shifts in the tremendous heat. "No one rested," wrote the 4th Naval District's historian, "until tons of water thrown by the *Allegheny's* throbbing pumps had cooled the warped and burning decks . . ." Her specially trained fire fighters had saved the ship. *Leland Stanford*—the ship *Allegheny* had attempted to free, meanwhile managed to get loose and proceeded on her way.

Reclassified as a fleet tug, old, on 15 May 1944, her hull number became ATO-19. *Allegheny* continued serving in the Eastern Sea Frontier through the cessation of hostilities with Germany in early May 1945. Retained at Cape May for service as a salvage and rescue vessel, the old tug towed the surrendered German submarine *U-858* into that port in June. *Allegheny* was decommissioned on 10 July 1946, and her name was stricken from the Navy list on 25 September 1946. She was turned over to the Maritime Commission on 18 February 1947 and eventually scrapped.

(ATA-179: dp. 800 (f.); l. 143'0"; b. 33'0"; dr. 14' (max.); cpl. 48; a. 1 3", 2 20mm.; cl. ATA-121)

The unnamed single-screw ocean-going tug ATA-179 (originally projected as the rescue tug, ATR-106) was laid down on 22 May 1944 at Orange, Tex., by the Livingston Shipbuilding Co.; launched on 30 June 1944; and commissioned on 22 September 1944, Lt. (jg.) Thomas C. McLaren, USNR, in command.

After fitting out, ATA-179 conducted shakedown training out of Galveston, Tex., before undergoing post-shakedown availability at that port until 24 October. Two days later, the tug departed Galveston for Tampa, Fla., with a covered lighter, YF-614, in tow, and reached her destination on the 28th. Taking the barracks ship APL-19 in tow, the tug sailed for the Panama Canal Zone on 4 November 1944, reaching her destination with her two tows on the 13th. Transiting the Panama Canal three days later, she sailed for Bora Bora, in the Society Islands, on 30 November 1944, and reached her destination on 22 December. On the day after Christmas, ATA-179 got underway for Finschhafen, New Guinea, towing YF-614. She then towed the lighter to Hollandia, New Guinea, arriving on 12 January 1945, before proceeding on to Leyte with APL-19 and YF-614 in tow, arriving there on 5 February 1945.

Assigned to Service Squadron Three, Service Force, Seventh Fleet, ATA-179 cleared Leyte on 18 February 1945 for the Carolines and reached Ulithi the following day. There, she took two floating workshops, YRD(H)-6 and YRD(M)-6, in tow and departed Ulithi on 24 February for the Philippines. Proceeding via Kossol Roads, in the Palaus, ATA-179 arrived at Leyte on 12 March 1945 and delivered her tows. Departing San Pedro Bay on 24 March, the tug reached Cebu on the 26th and picked up LCT-1296, towing her to Leyte.

Proceeding thence to Hollandia, New Guinea, having left the tank craft at Leyte, ATA-179 picked up the tow of a dredge and four pontoon barges on 18 April and delivered them to Leyte on 1 May 1945. Returning to Hollandia, the tug then picked up four ammunition barges and towed them to Leyte as well, reaching the Philippines on 7 June. ATA-179 proceeded thence to Espiritu Santo, in the New Hebrides, reaching that port on 26 June 1945. On 7 July, the tug cleared the New Hebrides with Section B of the advanced base sectional dock, ABSD-1, and the open lighter, YC-324, and headed for the Philippines. Proceeding via Hollandia, the tug and her two charges reached their destination on 2 August 1945.

Departing Leyte on 7 August, ATA-179 sailed for the Padaido Islands, and there took David B. Henderson in tow on 12 August. She proceeded thence to Biak, New Guinea, and arrived on the following day. During the week that followed, ATA-179 towed a 400-ton pontoon drydock to Morotai and the covered lighter, YF-621, to Leyte. Proceeding thence to Morotai, the tug towed a 400-ton floating drydock and the motor minesweeper YMS-47 to Samar, and a 100-ton pontoon drydock from there to Subic Bay. For the balance of October 1945, the tug operated in the Philippine Islands, between Samar and Leyte. She towed seven pontoon barges from Samar to Subic Bay (24 to 28 October) and spent the remainder of 1945 and the first few months of the following year, 1946, based at Leyte.

ATA-179 departed Leyte on 30 March 1946. She reached Manus, in the Admiralties, on 6 April and departed there eight days later with a section of ABSD-4 in tow. Touching briefly at Eniwetok and Johnston Island en route, the tug reached Pearl Harbor on 24 May and proceeded thence to the west coast of the United States soon thereafter, towing AFD-2 to San Pedro. She then took LCS-66 to San Diego and arrived there on 12 September. Moving to San Pedro the same day, ATA-179 took APL-43 in tow and sailed for the Canal Zone on 12 October. She reached her destination on the 18th, and departed 11 days later, bound for Jacksonville with APL-43 and APL-34 in her wake, to deliver her tows to the Florida group of the reserve fleet. With new orders to deliver the barracks ships elsewhere, however, for preservation work, ATA-179 proceeded to Charleston, S.C., which she reached on 8 November 1946.

Over the next several months, ATA-179 participated in the demobilization process of many fleet units assigned temporarily to the Commandant, 8th Naval District, and performed tug and tow operations on the Gulf and Florida coasts, ranging from Key West and Mayport to New Orleans, Mobile, and Galveston until

she herself was inactivated and placed out of commission, in reserve, at Orange, Tex., on 10 October 1947. On 16 July 1948, she was named *Allegheny* (ATA-179).

She was recommissioned on 25 July 1949. *Allegheny* then sailed for the Norfolk Naval Shipyard, arriving on 8 August. She remained there until 26 September, when she sailed for New York. Departing New York on 1 October, *Allegheny* sailed for the Mediterranean, in company with *Stallion* (ATA-193) and the survey ship *Maury* (AGS-16), reaching Gibraltar on 13 October. Pushing on across the Mediterranean, the survey group put in at Naples, Italy, on the 19th, and at Argostolion, Greece, on the 21st. Sailing for Port Said, Egypt, that same day, the ships reached the northern terminus of the Suez Canal on 24 October and transited that waterway on the 25th, reaching Aden on the 30th.

Allegheny commenced her hydrographic work in that region soon thereafter. Over the next several weeks, she supported *Maury* as that ship operated in the Gulf of Aden, the Arabian Sea, the Gulf of Oman, and the Persian Gulf conducting surveys of the uncharted waters of the Arabian coast. She touched at ports in Saudi Arabia; Kuwait; Bahrain; and Pakistan. The survey ships transited the Suez Canal on 4 May. *Allegheny* rounded out the deployment with visits to Algiers and Gibraltar before she sailed for the United States, reaching Norfolk on 27 May. She moved to New York soon thereafter, and underwent post-deployment availability at the New York Naval Shipyard from 3 June to 8 September.

Allegheny conducted survey operations at Newport, R.I., following her overhaul at New York from 9 to 29 September. She then returned to the naval shipyard following that work, to prepare for another deployment to the Persian Gulf, and sailed for the Mediterranean on 6 October. Reaching Gibraltar on 19 October, *Allegheny* visited Golfe Juan from 22 to 25 October and touched briefly at Port Said from 30 to 31 October before transiting the Suez Canal and proceeding down the Red Sea. Reaching Bahrain on 11 November, she remained there until the 13th when she got underway for Ras Tanura, making port there later the same day. She spent the remainder of the year 1950 and the first three and one-half months of 1951 operating from that Saudi oil port, ultimately sailing for Suez on 18 April 1951. She wound up the deployment with calls at Port Said, Naples, Algiers, and Gibraltar before she got underway to return to the United States on 18 May.

Arriving at the New York Naval Shipyard on the last day of May 1951, *Allegheny* remained there through the summer and into September, leaving New York on 17 September for Hampton Roads. Reaching Norfolk the next day, she did not get underway again until 10 October when she sailed for her third deployment to the Mediterranean and Middle Eastern waters. She visited Athens from 30 October to 2 November, and operated briefly in the Mediterranean before transiting the Suez Canal on 5 November. A port call at Aden on 10 November preceded her arrival at Bahrain on the 17th. As in the previous deployment, she conducted survey work in the Bahrain-Ras Tanura area into the following spring, winding up her work at the latter port on 12 April. Transiting the Suez Canal on 24 and 25 April 1952, *Allegheny* visited Naples and Monaco en route home, ultimately reaching Norfolk on 29 May 1952.

Shifting soon thereafter to the New York Naval Shipyard where she arrived on 14 June, *Allegheny* underwent a major conversion for her new role as research vessel. During the summer of 1952, all armament and towing accessories were removed and her towing winch rotated 90° and modified to perform the functions of a heavy trawling winch. Various hydrographic and bathythermograph winches and booms were installed, as was sonar, dead reckoning, and various electronic equipment. Shipboard spaces were converted to a machine shop, motor generator, and photographic laboratory. A new deckhouse was constructed aft to house underwater sound and electronic equipment.

Assigned to the Commandant, 3d Naval District, for duty and based at the Naval Supply Center, Bayonne, N.J., *Allegheny* spent the next 17 years engaged in hydrographic and research functions through the Office of Naval Research, with various research teams from the Hudson Laboratories, Bell Telephone Co., Woods Hole Institute, and Columbia University embarked as the mission required. Generally, her operations consisted of spending months from January through April in the Bermuda-Caribbean area, and the rest of the year in the Long Island-Hudson Canyon region, off New York, and occasionally involved

in operations off Cape Hatteras. Ports of call included St. Thomas, Virgin Islands; San Juan, Puerto Rico; Willemstadt, Curaçao; Miami and Port Everglades, Fla.; and Bermuda. In the spring of 1963 she was assigned to Task Group 89.7 from 24 April to 15 May, an operational commitment occasioned by the disappearance of the nuclear submarine *Thresher* (SSN-593).

Highlighting the latter part of her long tour of research support work was a towing operation—something she had not been configured for in many, many years. Underway from Bayonne on 31 January 1967, *Allegheny* sailed for Bermuda, arriving on 3 February. No longer possessing a towing engine or fittings, the research vessel had to jury-rig a towing arrangement to the “Monster Buoy” (General Dynamics Buoy “Bravo”). Setting out for the west coast of the United States on 11 February, *Allegheny* and the “Monster Buoy” headed for the Pacific. Touching briefly at Guantanamo Bay for provisions from 17 to 19 February, *Allegheny* and her charge transited the Panama Canal on 23 February, and set out for Acapulco on the 25th. En route, the tug and her tow ran into 40-knot winds and 15-foot seas in the Gulf of Tehuantepec, but reached their destination on 4 March. Underway on the 7th, *Allegheny* delivered her tow one week later, on the 14th, having successfully completed a 32-day, 4,642-mile journey. Retracing her course, the tug returned to Bermuda on 16 April, via Acapulco, the Panama Canal, and Kingston, Jamaica.

Allegheny conducted oceanographic research missions off Bermuda with USNS *Mission Capistrano* (T-AO-112) from 22 April to 5 May before sailing for Bayonne. Further oceanographic work—off Port Everglades, Fla.—began in June, followed by a visit on 4 July to Washington, D.C. That September, the ship was reassigned from Commandant, 3d Naval District, to Service Squadron 8 on 1 July 1969, and conducted coring operations on the Continental Shelf, off the New York-New Jersey coast from 5 to 11 September. From 18 to 28 September, *Allegheny* conducted operations with *Bang* (SS-365) in the Gulf of Maine and Boston area and, from 9 to 20 November with *Cutlass* (SS-478), in the Virginia capes area, each time under the auspices of Commander, Operational Development Force.

Ultimately declared excess to the needs of the Navy, *Allegheny* was decommissioned and struck from the Naval Vessel Register on 14 December 1968. Towed to Philadelphia and the Inactive Ship Facility there, the ship was turned over to Northwestern Michigan College, Traverse City, Mich., for use as a training ship to prepare young men for merchant service on the Great Lakes. Berthed at the Great Lakes Maritime Academy, the ship served as a training vessel and floating laboratory for a little under a decade. On 27 January 1978, “burdened by frozen spray flung on her superstructure by strong north winds,” the ship rolled over at her Maritime Academy dock.

Allen

William Henry Allen—born in Providence, R.I., on 21 October 1784—was appointed a midshipman in the Navy on 28 April 1800. Between 1800 and 1807, he served successively in *George Washington* and *Philadelphia*. In 1807, he transferred to *Chesapeake* and, on 21 June, when that ship had her celebrated encounter with HMS *Leopard*, Allen was credited with firing the only gun discharged in her own defense by the American ship. By 1812, he was first lieutenant in *United States* and took part in the engagement with HMS *Macedonian*. At the conclusion of that capture, he was named to command the prize crew which took *Macedonian* into New York. In 1813, he took command of the brig *Argus*. On 24 August, he led his ship in the engagement with HMS *Pelican* during which battle he received mortal wounds. After *Argus*' surrender, Allen was taken to the hospital at Mill Prison where he died on 18 August 1813. Allen was buried with full military honors at Andrew's Churchyard.

I

(Galley: t. 70; l. 75'; b. 15'; dph. 4'; cpl. 40; a. 1 24-pdr., 1 18-pdr. columbiad)

The first *Allen*—a galley built in 1814 at Vergennes, Vt., by Adam and Noah Brown—was commissioned during the summer of 1814, Sailing Master William M. Robins in command. She

became a unit of Commodore Thomas Macdonough's squadron on Lake Champlain and participated in the Battle of Lake Champlain on 11 September 1814 during which the American squadron bested and captured the remnants of the British squadron under Capt. George Downie, R.N. After the War of 1812, she remained in active service for another decade. She was sold at Whitehall, N.Y., sometime in late 1824 or early 1825.

II

(Destroyer No. 66: dp. 1,071 (n.); l. 315'3"; b. 29'11" (wl.); dr. 9'9¼" (aft) (f.); s. 30.29 k.; cpl. 130; a. 4 4", 2 1-pdrs. 12 21" tt.; cl. *Sampson*)

The second *Allen* (Destroyer No. 66) was laid down on 10 May 1915 at Bath, Maine, by the Bath Iron Works; launched on 5 December 1916; sponsored by Miss Dortha Dix Allen and Miss Harriet Allen Butler; and commissioned on 24 January 1917, Lt. Comdr. Samuel W. Bryant in command.

Over the next five months, *Allen* conducted patrol and escort duty along the eastern seaboard and in the West Indies. During that time, the United States entered World War I on the side of the Allies on 6 April. On 14 June, the destroyer put to sea from New York in the escort of one of the first convoys to take American troops to Europe. After seeing the convoy safely across the Atlantic, *Allen* joined other American destroyers at Queenstown, Ireland, and began duty patrolling against U-boats and escorting convoys on the last leg of their voyage to Europe. That duty included escort missions into both French and British ports. During her service at Queenstown, she reported engagements with German submarines on 10 separate occasions, but postwar checks of German records failed to substantiate even the most plausible of the supposed encounters. One of the last duties the destroyer performed in European waters came in December 1918 when she helped to escort *George Washington*—with President Woodrow Wilson embarked—into Brest, France, on the 13th. Following that mission, the destroyer returned to Queenstown, whence she departed on the day after Christmas, bound for home. *Allen* pulled into New York on 7 January 1919.

After voyage repairs, the destroyer resumed duty along the east coast and in the West Indies with the Atlantic Fleet. That duty continued until 22 June 1922 at which time she was placed out of commission, in reserve. She was placed back in commission three years later, on 23 June 1925. *Allen* spent almost three years as a training platform for naval reservists at Washington, D.C. In March of 1928, the destroyer returned to the Reserve Fleet and was berthed at Philadelphia. There, she remained for more than 12 years. On 23 August 1940, *Allen* was recommissioned at Philadelphia, Lt. Comdr. Frederick P. Williams in command.

Following a brief period of service on the east coast, she was reassigned to the Pacific Fleet as a unit of Destroyer Division (DesDiv) 80. By the time *Allen* returned to commission, the Pacific Fleet had been moved from its base on the west coast to Pearl Harbor in Hawaii as a gesture to “restrain” the Japanese. Therefore, *Allen* moved to the Hawaiian base whence she operated until the beginning of hostilities between the United States and Japan. On the morning of 7 December 1941, she was moored in East Loch to the northeast of Ford Island and just south of east of the hospital ship *Solace* (AH-5). During the Japanese attack on the harbor, she claimed to have assisted in downing three enemy planes. Following the attack, she began duty escorting ships between islands of the Hawaiian chain and patrolling the area for enemy ships—primarily submarines. She also made periodic round-trip voyages to the west coast. Such duty remained her occupation throughout World War II. In September 1945, the destroyer sailed from Hawaii to Philadelphia, where she was placed out of commission on 15 October 1945. Her name was struck from the Navy list on 1 November 1945, and she was sold to the Boston Metals Co., Baltimore, Md., on 26 September 1946 for scrapping.

Allen (DD-66) earned one battle star for World War II service.

Allen Collier

Although renamed simply *Collier* (q.v.) sometime soon after she was purchased by the Navy on 7 December 1864, stern



Allen (DD-66) underway off Oahu, 1944. Note that she has retained her 4-inch guns, has six depth charge projectors aft, torpedo tubes, an air search radar at her foremast, and has her hull number (66) painted on the forecastle deck. (80-G-276896)

wheel steamer *Allen Collier* was nevertheless thereafter referred to by her full original name and—more frequently—by an abbreviated name which she never carried officially, *A. Collier*.

Allen, Edward H., see *Edward H. Allen* (DE-531).

Allen, Ethan, see *Ethan Allen* (SSBN-608).

Allen, Henry T., see *Henry T. Allen* (AP-30).

Allen M. Sumner

Allen M. Sumner—born on 1 October 1882 at Boston, Mass—was commissioned a second lieutenant in the Marine Corps on 15 March 1907 and served the Corps until he resigned his commission on 1 January 1914 and returned to private life. Recalled to the colors just before America's entry into World War I, *Sumner* was commissioned a first lieutenant on 22 March 1917 and sailed on 5 August 1917 for duty in France. He served with the 81st Company, 6th Machine Gun Battalion. While in France, he was promoted to captain. Leading his troops during the advance on Tigny on 19 July 1918, Capt. *Sumner* was killed in action by German shellfire. He was buried in the field, and France awarded him the *Croix de guerre*, posthumously.

(DD-692: dp. 2,200; l. 376'6"; b. 30'10"; dr. 15'8"; s. 34.2 k. (tl.); cpl. 345; a. 6 5", 12 40mm., 11 20mm., 10 21" tt., 6 dcp., 2 dct., cl. *Allen M. Sumner*)

Allen M. Sumner (DD-692) was laid down on 7 July 1943 at Kearny, N. J., by the Federal Shipbuilding & Drydock Co.; launched on 15 December 1943; sponsored by Mrs. *Allen M.*

Sumner, Capt. *Sumner's* widow; and commissioned at the New York Navy Yard on 26 January 1944, Comdr. Norman J. Sampson, in command.

The destroyer was fitted out at the New York Navy Yard until 3 March when she got underway for shakedown training in the waters around Bermuda. She returned to New York on 8 April and commenced post-shakedown availability. Repairs were completed on 3 May, and the warship stood out of New York bound for Norfolk, Va. She arrived there the following day and began two months of duty as a training platform for destroyer nucleus crews. The warship headed north on 5 July and arrived back at New York the next day. Following a five-week availability at the navy yard there, *Allen M. Sumner* put to sea on 12 August, bound ultimately for the Pacific. Along the way, she conducted antisubmarine warfare and antiair warfare exercises, stopped briefly at Norfolk, and transited the Panama Canal on 29 August. The destroyer stayed overnight at San Diego on 7 and 8 September before continuing on to Hawaii. She arrived in Pearl Harbor on 14 September and began five weeks of exercises in the Hawaiian operating area.

Her stay in Hawaii lasted until 23 October when she steamed out of Pearl Harbor in company with *North Carolina* (BB-55), bound for duty in the western Pacific with the Fast Carrier Task Force. Steaming via Eniwetok, the destroyer entered Ulithi lagoon on 5 November. *Allen M. Sumner* remained at Ulithi until 19 November at which time she departed the atoll to join Task Group (TG) 38.4 at sea. After rendezvousing with the carriers, she accompanied them to waters near Yap Island whence the flattops launched air strikes on the 22d before reentering Ulithi that same day. The destroyer remained there for 5 days and then returned to sea, bound for newly invaded Leyte in the Philippines. She arrived in San Pedro Bay on the 29th and began patrolling Leyte Gulf. That duty—punctuated intermittently by air alerts—lasted until the evening of 2 December when *Allen M. Sumner* set course for Ormoc Bay in company with *Moale* (DD-693) and *Cooper* (DD-695).



Allen M. Sumner (DD-692), in the Atlantic, 26 March 1944. This view essentially shows the lead ship of this class "as built." (80-G-237953)

Reports from American aircraft earlier that day had indicated that an enemy reinforcement convoy was entering the bay that night, and the three warships were sent to destroy it. Just after 2300 that night, the destroyers suffered the first of many air attacks when a Mitsubishi Ki. 46 "Dinah"—a fast, twin-engine, reconnaissance plane—dropped a bomb which near-missed *Allen M. Sumner* about 30 yards from the ship's starboard bow, pierced her hull with fragments, and started a fire on board. Bomb fragments also wounded one officer and 12 men.

Air attacks continued; but, just after midnight, the three destroyers made surface radar contact on a pair of Japanese destroyers later identified as *Kuwa* and *Take*. Less than 10 minutes into the battle, *Kuwa* succumbed to the combined fire of the two destroyers, and the wrecked and burning mass began to sink. *Take*, however, evened the score just as *Allen M. Sumner* and *Cooper* joined *Moale* in firing on the remaining Japanese warship. One of her torpedoes slammed into *Cooper* amidships, broke that American destroyer's back, and sank her almost immediately. Less than half of *Cooper's* crew managed to get off the ship. Most of those were later rescued—but by PBV's rather than by *Cooper's* division mates who were still being subjected to heavy shore battery fire and air raids. Any attempt at rescue by *Allen M. Sumner* and *Moale* would have made them virtually stationary targets. At about 0145 on the 3d, the two remaining American warships began retirement from Ormoc Bay and set a course for San Pedro Bay where they arrived later that day.

Allen M. Sumner spent the next nine days in San Pedro Bay undergoing upkeep and repairing the minor damage that she had suffered in the action at Ormoc Bay. Though the area was subjected to intermittent air raids throughout that period, *Allen M. Sumner* recorded only one, long-range—in excess of 9,000 yards—approach by an enemy aircraft on the 6th. On 12 December, she departed San Pedro Bay and joined the screen of TG 78.3, bound for the landings on Mindoro Island. That task group constituted Rear Admiral Arthur D. Struble's Mindoro Attack Group. Although the group came under air attack during the transit, *Allen M. Sumner* escaped damage. On 15 December, she moved in with the close covering group to participate in the preinvasion shore bombardment, and the subsequent landings went forward against negligible opposition. Some enemy aircraft attempted to attack the invasion force, and *Allen M. Sumner* joined *Moale* and *Ingraham* (DD-694) in splashing an enemy light bomber. On the following day, the destroyer departed Mindoro to return to Leyte where she arrived on the 18th. Between 26 and 29 December, the warship escorted a resupply echelon to Mindoro and back to San Pedro Bay.

On 2 January 1945, the destroyer stood out of San Pedro Bay, bound for the invasion of Luzon at Lingayen Gulf in the screen for the cruisers and battleships of Vice Admiral Jesse B. Oldendorf's Bombardment and Fire Support Group (TG 77.2). Early on 6 January, *Allen M. Sumner* moved into Lingayen Gulf to support minesweeping operations. Around noon, her unit came under air attack by kamikazes. The first plane retreated in the face of a heavy antiaircraft barrage while the second attacker hovered just out of range as a decoy to mask a run in by a third suicider. The latter plane dove on *Allen M. Sumner* strafing as he came. He swooped in out of the sun on the destroyer's port bow and crashed into her near the after stack and after torpedo mount. The warship lost 14 men killed and 19 injured. Extensive damage required her to retire from the gulf and join the heavy units of TG 77.2. Nevertheless, *Allen M. Sumner* remained in action with that unit and supported the Lingayen operation until 14 January.

On that day, she began a long and somewhat circuitous voyage back to the United States for repairs. She arrived at Manus in the Admiralties on 18 January and remained there for nine days. She got underway again on 27 January in company with *Kadashan Bay* (CVE-76) and, after stopping at Majuro en route, arrived in Pearl Harbor on 6 February. She departed Oahu the next day and arrived at Hunters Point, Calif., on 13 February to begin repairs. Her renewal work was completed on 10 April and, four days later, she began duty training prospective destroyer crews along the west coast. Just over three months later, on 17 July, she was relieved of training duty and departed San Francisco to return to the western Pacific. The destroyer arrived at Oahu on the 23d and began three weeks of training operations out of Pearl Harbor.

On 12 August, *Allen M. Sumner* stood out of Hawaii to return to the war zone. However, when she was two days out, the Japanese capitulated. Nevertheless, as the warship continued her voyage west. Following a two-day stop at Eniwetok, she got underway again on 21 August and, six-days later, rendezvoused with TG 38.3 in Japanese waters. After some three weeks of postwar patrols, first with TG 38.3 and later with TG 38.1, the destroyer put into Tokyo Bay on 16 September. She remained there only six days before getting underway for the Marianas on the 22d. The ship reached Saipan three days later but soon resumed her voyage back to the United States, arriving on the west coast in October and assuming duty as a training platform for prospective destroyer crews. Those operations continued until May of 1946 when the destroyer departed the west coast, bound for the Central Pacific to support Operation "Crossroads," the atomic bomb tests conducted at Bikini Atoll in the Marshall



Allen M. Sumner as seen from *Seattle* (AOE-3), 28 August 1970; compare her appearance here with that of her 1944 configuration. (NH 96637)

Islands. At the conclusion of that assignment late that summer, she returned to her former west coast duty. On 23 February 1947, *Allen M. Sumner* began an extended cruise to the Far East which included visits to Australia, the Marianas, the Philippines, China, and Japan before her return to the west coast for an overhaul and subsequent local operations.

That duty continued until early in 1949 at which time the ship was reassigned to the Atlantic Fleet. She transited the Panama Canal in mid-April and arrived in Hampton Roads, Va., on the 20th. Between the spring of 1949 and the spring of 1953, the destroyer conducted normal peacetime operations out of Norfolk. That routine was broken only by a tour of duty in the Mediterranean Sea with the 6th Fleet between November 1950 and March 1951. Otherwise, she cruised along the eastern seaboard and in the West Indies conducting training—particularly in antisubmarine warfare.

On 24 April 1953, the destroyer stood out of Norfolk, bound for her only assignment in the war zone during the Korean conflict. Steaming by way of the Mediterranean Sea, the Suez Canal, and Indian Ocean, *Allen M. Sumner* arrived in Yokosuka, Japan, early in June. After 10 days in port, she joined Task Force (TF) 77 in the Sea of Japan and began two months of duty as a plane guard and antisubmarine screening ship for the fast carriers while they sent their aircraft against targets in North Korea. While she was assigned those tasks, the armistice of 27 July ended the Korean hostilities. Following a tour of duty with TF 95 patrolling the southern coast of Korea and a brief stop at Yokosuka, the warship headed back to the United States via the Pacific, the west coast, and the Panama Canal. She arrived back in Norfolk on 27 October.

Over the next eight years, *Allen M. Sumner* alternated east coast and West Indies operations with seven deployments to European waters. During the first two—conducted in the fall of 1954 and the summer of 1955, respectively—she visited northern European waters to participate in exercises with units of other

NATO navies. The third European deployment—to the Mediterranean—came in July of 1956. During that four-month assignment, the Suez crisis erupted, and *Allen M. Sumner* supported the evacuation of American citizens from Egypt at Alexandria. On the fourth deployment of the period, she returned to northern European waters in September and October of 1957. In February of 1958, she embarked upon another deployment to the Mediterranean that lasted until July. After a period of normal east coast operations, the destroyer once again headed toward the “middle sea” in February 1958. That tour of duty differed from those preceding in that *Allen M. Sumner* was assigned to independent duty in the Persian Gulf and in the western portion of the Indian Ocean. She returned to the United States on 30 August and began a year of normal operations in the western Atlantic. In September 1960, the warship voyaged to the Mediterranean once more and again served on independent duty in the Persian Gulf and in the western Indian Ocean. She returned to the United States on 19 April 1961 and, on 17 May, began a fleet rehabilitation and modernization overhaul during which her antisubmarine warfare capabilities were improved and updated.

Allen M. Sumner completed her overhaul on 2 January 1962 and resumed her schedule of east coast operations alternated with Mediterranean cruises. Between March and September of 1962, she served with the 6th Fleet. Soon after her return to American waters, President John F. Kennedy declared a “quarantine” of Cuba in response to the siting of offensive Russian missiles on that island. *Allen M. Sumner* was one of the first warships to take up station off Cuba in October of 1962. At the successful conclusion of that operation, she resumed normal duty out of Mayport, Fla. That employment—including frequent duty as school ship for the Fleet Sonar School—continued through 1963 and into 1964. In June and July of 1964, the destroyer made a brief deployment to the Mediterranean for a midshipman cruise. Upon her return to the western hemisphere, she resumed nor-

mal duty out of Mayport. In the spring of 1965, political unrest in the Dominican Republic took her to the waters around that troubled island. Upon concluding that assignment, the destroyer returned to Mayport and resumed operations out of that port. In October, she embarked upon another deployment in the Mediterranean. After a routine tour of duty with the 6th Fleet in the "middle sea," *Allen M. Sumner* returned to Mayport on 8 March 1966 and began 11 months of operations out of her home port which included duty as a support ship for the *Gemini 10* space shot in July.

On 7 February 1967, the destroyer departed Mayport on her way to her first and only deployment to the Vietnam war zone. Steaming via the Panama Canal and Hawaii, she arrived in Yokosuka, Japan, on 14 March. Four days later, she got underway for the coast of Vietnam. On her first tour in the Gulf of Tonkin, *Allen M. Sumner* served as "shotgun" (screening ship) for *Long Beach* (CGN-9) while the nuclear guided missile cruiser served on positive identification radar advisory zone duty in the gulf. She was relieved of that assignment on 5 April to participate in Operation "Seadragon," the interdiction of communist waterborne logistics operations. That assignment lasted until the 11th, when she joined the screen of *Hancock* (CVA-19) for a voyage to Sasebo, Japan. She remained at Sasebo from 15 to 22 April before heading back to the Gulf of Tonkin again in company with *Hancock*. Upon her return to Vietnamese waters, *Allen M. Sumner* moved inshore with *HMAS Hobart* to resume "Seadragon" duty and, later, to provide shore bombardment support for marines engaged in Operation "Bear Charger," a combined waterborne and airborne amphibious assault conducted near the demilitarized zone late in May.

At the end of May, she rejoined the fast carriers on Yankee Station and screened them until 10 June when she resumed "Seadragon" duty. Her work closer to the Vietnamese coast lasted for 12 days. On the 22d, she departed Vietnamese waters and set a course for Kaohsiung Taiwan, where she visited from 26 June to 2 July. Departing Kaohsiung on the latter day, *Allen M. Sumner* called at Hong Kong from 7 to 9 July. On the 11th, she returned to the coast of Vietnam and began a nine-day gunfire support mission. Leaving Vietnamese waters on the 20th, the destroyer made a six-day stop at Subic Bay in the Philippines from 22 to 28 July before returning to the gunline from 30 July to 1 August. She then began her voyage back to the United States; stopped at Yokosuka, Hawaii, and Acapulco, in Mexico; transited the Panama Canal on 7 September, and reached Mayport on 10 September.

The destroyer resumed normal operations out of Mayport in October. Throughout 1968, she cruised the waters of the West Indies, frequently providing support for the encircled naval base at Guantanamo Bay, Cuba. Similar duty carried her through the first four months of 1969. In May, she voyaged to England and northern European waters to participate in a NATO review celebrating the 20th anniversary of the alliance. On the 22d, she headed for the Mediterranean and a normal tour of duty with the 6th Fleet. She concluded that assignment at Mayport on 10 October. Following 10 months of normal operations out of Mayport, *Allen M. Sumner* embarked upon the final Mediterranean deployment of her career on 27 August 1970. The destroyer returned to Mayport on 28 February 1971 and briefly resumed normal duty out of her home port. On 1 July 1971, she was reassigned to duty as a Naval Reserve training ship. In mid-August, she moved to Baltimore, Md., where she began her Naval Reserve training duties. That employment remained her assignment until 15 August 1973 at which time *Allen M. Sumner* was decommissioned at Baltimore. On 16 October 1974, she was sold to the Union Minerals & Alloy Corp. for scrapping.

Allen M. Sumner earned two battle stars during World War II, one battle star during the Korean War, and two battle stars during the Vietnam conflict.

Allendale

A county in southwestern South Carolina.

(APA-127: dp. 12,450; l. 455'; b. 62'; dr. 24'; s. 17.7 k.; cpl. 536; a. 1 5", 12 40mm., 10 20mm.; cl. *Haskell*; T. VC2-S-AP5)

Allendale (APA-127) was laid down under a Maritime Commission contract (MCV hull 43) on 1 July 1944 at Wilmington, Calif.,

by the California Shipbuilding Corp.; launched on 9 September 1944; sponsored by Mrs. Frank Hill; acquired by the Navy on 21 November 1944; and placed in commission on 22 November 1944 at San Pedro, Calif., Capt. J. J. Twomey in command.

The new attack transport was assigned to Transport Division 57, Transport Squadron 19, Pacific Fleet. She held a series of training exercises along the California coast before sailing for Hawaii early in January 1945. The vessel reached Pearl Harbor on the 10th and commenced a series of training exercises in the local operating area which lasted into late March. After taking on troops and cargo, she set sail on 22 March for the Philippine Islands; stopped en route at Eniwetok, Ulithi, and Kossol Roads, Palau Islands; and reached Leyte on 16 March.

There, *Allendale* began preparations for the upcoming Ryukyu invasion. She sortied on the 27th with Task Unit 51.13.24, arrived in the outer transport area on 1 April, and began lowering her boats early that morning. In spite of frequent Japanese air harassment, all her cargo had been successfully discharged by the 9th. That day, *Allendale* shaped a course for Saipan and reached that island on 13 April. Two days later, she got underway for Pearl Harbor and ultimately sailed on to San Francisco, Calif.

Reaching the west coast on 5 May, the transport began loading equipment, troops, and supplies earmarked for bases on Leyte. She got underway on 17 May and made port calls at Pearl Harbor, Eniwetok, and Ulithi before reaching San Pedro Bay on 10 June. The ship discharged her passengers and cargo and, on the 19th, sailed for New Guinea.

Upon arriving in Oro Bay on 24 June, the transport embarked troops and supplies for transportation to the Philippines. After making an intermediate stop at Hollandia, New Guinea, on 1 July, *Allendale* pushed on to Manila, where she arrived on the 8th. When her passengers had disembarked, the vessel shaped a course back toward the United States. She spent one week at Eniwetok in mid-July and then sailed directly to San Diego, Calif., arriving there on 4 August.

Allendale was at San Diego when word of the Japanese capitulation was flashed around the world. On 21 August, she sailed with units of the occupation forces destined for Honshu Island, Japan. The ship paid visits to Pearl Harbor and Saipan before touching at Wakayama on 27 September. She sent Army troops ashore to serve in the occupation forces and then sailed on 1 October for Leyte. There, she embarked personnel of the X Army Corps and headed back to Japan. She arrived in Hiro Wan, Honshu, on 21 October and discharged her passengers.

Allendale left Japan on 27 October and commenced the voyage back to the United States. She touched at Samar, Philippines, on 1 November and embarked returning servicemen for passage to the west coast. The vessel arrived in San Francisco Bay on 22 November and soon thereafter began unloading her passengers. She entered drydock at the Hunters Point Naval Shipyard on the 27th for repairs.

In early January 1946, *Allendale* got underway for the east coast. After transiting the Panama Canal, the transport arrived in Norfolk, Va., on 30 January. She was decommissioned there on 14 March 1946 and was transferred to the Maritime Commission on 20 March 1946 for layup in the James River. Her name was struck from the Navy list on 28 March 1946.

Allendale earned one battle star for her World War II service.

Allentown

A city in eastern Pennsylvania located 48 miles north of Philadelphia. It is the seat of government for Lehigh County.

(PF-52: dp. 1,430; l. 303'11"; b. 37'6"; dr. 13'8"; s. 20.3 k. (tl.); cpl. 190; a. 3 3", 4 20mm., 8 dep., 1 dep. (hh.), 2 dct.' cl. *Tacoma*; T. S2-S2-AQ1)

Allentown (PF-52) was laid down on 23 March 1943 at Milwaukee, Wis., by Froemming Bros., Inc., under a Maritime Commission contract (MC hull 1477); launched on 3 July 1943; sponsored by Miss Joyce E. Beary; moved to New Orleans where she was outfitted and placed in commission on 24 March 1944, Comdr. Garland W. Collins, USCG, in command.

Allentown departed New Orleans on 3 April bound for Ber-



Allentown (PF-52) underway near the Norfolk Navy Yard, 9 August 1944. Note high-frequency direction-finder ("huff duff") antenna atop the light pole mast, aft, and air-search radar at the top of the foremast. The ship is painted in Measure 32/16D camouflage, the colors of which are dull black, ocean gray and light gray. (19-N-72013)

muda and shakedown training. After about a month of training, the patrol frigate set a course for New York escorting the Norwegian merchantman SS *Norden*. She arrived in New York on 13 May and underwent post-shakedown repairs and alterations. Near the end of June, she stood out of New York in the screen of a convoy. She arrived at Norfolk, Va., on 28 June entered the navy yard for additional repairs. She completed repairs in mid-August and returned north to New York where she arrived on the 16th. Soon thereafter, however, the patrol frigate returned to sea as a unit of Escort Division (CortDiv) 33 in the screen of a convoy bound for the Pacific.

Steaming via the Panama Canal and Bora Bora in the Society Islands, *Allentown* reached the northern coast of New Guinea at the end of September. The patrol frigate then began patrol and escort duty in the Netherlands East Indies. At the end of October, the warship participated briefly in the occupation of the island of Morotai in the Molucca Islands. In mid-November, she began escorting convoys between Hollandia and Leyte in support of the troops reconquering the Philippines. Those duties and convoy-escort missions between the various islands of the Philippine archipelago occupied her time until early March of 1945. On 9 March, *Allentown* joined the escort of a Ulithi-bound convoy on the first leg of the voyage back to the United States. The warship arrived at the Puget Sound Navy Yard on 7 April.

After completing an overhaul, the patrol frigate departed Puget Sound on 7 June, bound for Alaskan waters. She arrived at Cold Bay on the Alaskan Peninsula on 15 June. For about a month, *Allentown* participated in drills and exercises. On 12 July 1945, she was decommissioned at Cold Bay and, the next day, was transferred to the Soviet Union under a lend-lease agreement. The warship served in the Soviet Navy until 15 October 1949 at which time she was returned to the custody of the United States Navy at Yokosuka, Japan. *Allentown* remained at Yokosuka, in a caretaker status, until April 1953 when she was loaned to Japan. The patrol frigate served Japan as *Ume*. Her name was struck from the Navy list on 1 December 1961, and she was transferred to Japan on a permanent basis on 28 August 1962.

Allentown earned two battle stars during World War II.

Alliance

On 6 February 1778, France—encouraged by the American victory in the Battle of Saratoga—abandoned its long-standing policy of providing only covert aid to the cause of American patriots fighting for independence and openly joined American commissioners in Paris in signing a formal treaty of alliance. Following her entry into the war as an active participant, French assistance in logistical, military, naval, and diplomatic matters was invaluable to the American cause.

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(Fr: t. 900; l. 151'; b. 36'; dph. 12'6"; s. 13 k.; cpl. 300; a. 28 12-pdr. sb., 8 9-pdr. sb.)

The first *Alliance*—a 36-gun frigate originally named *Hancock*—was laid down in 1777 on the Merrimack River at Salisbury, Mass., by the partners and cousins, William and James K. Hackett; launched on 28 April 1778; and renamed *Alliance* on 29 May 1778 by resolution of the Continental Congress. Her first commanding officer was Capt. Pierre Landais, a former officer of the French Navy who had come to the New World hoping to become a naval counterpart of Lafayette. The frigate's first captain was widely accepted as such in America. Massachusetts made him an honorary citizen and the Continental Congress gave him command of *Alliance*, the finest warship built to that date on the western side of the Atlantic.

The handsome new frigate's first assignment was the task of carrying Lafayette back to France to petition the French Court for increased support in the American struggle for independence. Manned by a crew composed largely of Britishers and Irishmen, *Alliance* departed Boston on 14 January 1779 bound for Brest, France. During the crossing, a plot to seize the ship—involving 38 members of the crew—was uncovered on 2 February before the mutiny could begin. The disloyal sailors were put in irons and the remainder of the voyage, in which the frigate captured two prizes, was peaceful. The ship reached Brest safely on the 6th.



Alliance under sail, in a painting by Nowland Van Powell, courtesy of the Bruce Gallery, Memphis, Tenn. (NH 92873-KN)

After the marquis and his suite had disembarked, Benjamin Franklin, one of the American commissioners in Paris, ordered her to remain in France despite the fact that Landais' original instructions had called for him to load the frigate with munitions and then to sail promptly for America. Instead, Franklin assigned the frigate to a squadron to be commanded by Capt. John Paul Jones.

The squadron departed Groix Roads, near L'Orient, France, on 19 June to escort a convoy of merchantmen to Bordeaux and other French ports. During a storm that night, *Alliance* collided with Jones' flagship, *Bonhomme Richard*, damaging the rigging of both vessels. Nevertheless, each was able to continue; and the squadron successfully completed its mission before returning to L'Orient where the two injured warships were repaired.

The French planned an invasion of southern England that summer, and asked Jones to carry out a diversionary raid in the northern British Isles. His flotilla sortied from Groix Roads on 14 August and headed for the southwestern corner of Ireland to begin a clockwise circumnavigation of the British Isles.

Not many days passed before Landais—who in Jones' opinion had been the real culprit in the collision two months before—began to show his disinclination toward obeying orders. On the 23d, he was enraged when the commodore refused to allow him to chase a ship into shallow and unknown waters "... when there was not sufficient wind to govern a ship." The next day, Jones later reported, *Alliance*'s unruly captain came on board the flagship and addressed the commodore "... in the most gross and insulting terms." From that point on, Landais seemed to ignore orders entirely and operated *Alliance* according to his own whims.

Thus, the only really American warship in Jones' squadron

belied her name by refusing to cooperate with the French vessels. She left her consorts during a squall on the night of 26 and 27 August and did not rejoin the squadron until 1 September. *Betsy*, a letter-of-marque ship she had just taken, then accompanied the frigate. About this time, *Bonhomme Richard* captured a similar ship named *Union* off Cape Wrath at the northwestern corner of Scotland; and Jones allowed Landais to man both vessels. The latter again showed his complete contempt for the commodore by sending the prizes to Bergen, Norway, where the Danish Government turned the ships over to the British consul, depriving their captors of the satisfaction of having hurt the enemy and of any hope of being rewarded for their efforts.

In the next few days, *Alliance* took two more small ships prompting Jones to signal Landais to board *Bonhomme Richard* for a conference. The American frigate's commander refused to obey, but instead again sailed off on his own.

For more than two weeks thereafter, *Alliance* worked her way south independently along the eastern shore of Great Britain while the remainder of the squadron followed a similar course from out of sight. A bit before midnight on 22 September, a lookout in *Bonhomme Richard* reported seeing two ships. Jones hoisted recognition signals which were unanswered. Landais was continuing to ignore the flagship's efforts to communicate. Nevertheless, at dawn, Jones was able to recognize *Alliance* and *Palloe*, a frigate of his squadron which had recently parted from the flagship with the commodore's permission to hunt prizes.

About mid-afternoon on 23 September, the flagship sighted a large number of ships approaching from the north-northeast. The oncoming vessels were part of a convoy of British merchantmen which had sailed from the Baltic Sea under the escort of the 44-gun frigate HMS *Serapis* and the 20-gun sloop of war HMS

Countess of Scarborough. When the English vessels realized that strange warships were bearing down on them, the merchant ships turned shoreward while their two escorts headed toward the American force challenging it to battle.

Jones signalled his ships to form a line of battle, but Landais ignored the order and remained aloof from the action. During most of the ensuing four-hour battle off the chalk cliffs of Flamborough Head on England's Yorkshire coast, *Alliance* kept her distance from the action which lasted well into the night. Some two hours after the first guns were fired, *Alliance* entered the fray. When he saw her approach, Jones happily "... thought the battle was at an end" But, to his "... utter astonishment," Landais' ship "... discharged a broadside full into the stern of the *Bonhomme Richard*," Jones and his crew "... called to him [Landais] for God's sake to forbear firing into the *Bonhomme Richard*, yet he passed along off the side of the ship and continued firing." However, Capt. Richard Pearson, who commanded *Serapis*, reported that *Alliance* was also firing into his ship. Thus, it appears that Landais was indiscriminately attacking both combatants.

Ignoring incredible damage to hull and rigging, as well as appalling loss of life, limb, and blood, each side continued to fight with unflinching determination and unshaken valor. Then, when it seemed that neither ship could remain much longer afloat, *Serapis* finally struck her colors.

Following the surrender, *Alliance* stood by during a desperate struggle to save the shattered, burning, leaking hulks. On the evening of the day after the battle, Jones realized that, while his flagship was doomed, her conquered opponent would probably survive. He, therefore, transferred his crew from *Bonhomme Richard* to *Serapis* and, the next morning, sadly watched the former sink.

By 29 September, untiring labor had enabled *Serapis* to get underway, and the squadron headed for the coast of Holland. *Alliance* sighted land on the evening of 2 October and, the following morning, she anchored in Texel Roads, Amsterdam's deep-water harbor, with the rest of the squadron.

When word of the battle reached London, the Admiralty ordered its nearby men-of-war to search for Jones' flotilla: but the Royal Navy proceeded to look in all of the wrong places. By the time a merchantman informed London that Jones was at Texel Roads, the victorious Allies and their prizes had been safe at anchor there for a week. The Royal Navy then set up a tight blockade off the Dutch port to check any seaward movement that the Allied squadron might attempt. Meanwhile, the British ambassador—hoping to win for his country by diplomacy the victory and vindication it had been denied in ordeal by combat—pressed the Government of the Dutch Republic to return both *Serapis* and *Countess of Scarborough* to England. Failing that, he demanded that Jones' squadron be expelled from Texel and thus forced into the jaws of the Royal Navy's blockading squadron.

Indeed, on 12 November, the Netherland Navy had moved a squadron of line-of-battleships to Texel; and its commanding officer had ordered Jones to sail with the first favorable wind. Nevertheless, the adroit commodore managed to stall his departure for over six weeks. By that time, he had managed to restore *Alliance* to top trim and to ready her for sea. Since the other ships in his squadron had by this time, for complex diplomatic and legalistic reasons, shifted to flying French colors, Jones decided to leave them behind when he left Holland in *Alliance*. He had long since relieved Landais in command of that frigate.

On the morning of 27 December, after foul weather had forced the British blockaders off their stations, an easterly wind sprang up and enabled *Alliance* to stand out to sea. She dropped the pilot an hour before noon and headed southwest along the Netherlands coast. Less than a day later, the frigate transited Dover Strait and entered the English Channel. On the night of 31 December, she was off Ushant, an island off the westernmost tip of Brittany, when 1779 gave way to 1780. For a bit over a fortnight thereafter, she cruised to the south looking for British shipping; but, with the exception of one small English brig which she took, the ship encountered only friendly or neutral vessels. On 16 January 1780, Jones decided to visit Corunna, Spain, for provisions and maintenance which entailed shortening the frigate's main yard and scraping her bottom.

On the 27th, she got underway in company with the French frigate *Le Sensible*. Want of winter clothing then prevented Jones from beginning an extended cruise in quest of prizes; and,

instead, the ship struggled across the Bay of Biscay against head wind along a roughly northeasterly course toward L'Orient. En route, she recaptured a wine-laden French barque—a prize which had been taken by an English privateer—and saved the foundering vessel's cargo before the barque sank. She also chanced upon *Livingston* and escorted that tobacco-laden American merchantman to the French coast.

Alliance anchored in Groix Roads on 10 February and moved into L'Orient harbor on the 19th. That day, Benjamin Franklin suggested that Jones take on a cargo of arms and uniform cloth for the American Army and promptly get underway for home.

Jones agreed with Franklin's suggestion, but was kept in France for many months thereafter, attending to military, diplomatic, and social matters which he felt to be important to his country, to his crew, and to himself. Most of this time, he was away from his ship in Paris.

Meanwhile, the deposed Landais had arrived at L'Orient seeking passage to America where he hoped to be vindicated in a trial by court-martial. There, he met Arthur Lee, a disaffected fellow commissioner of Franklin, who also wanted to return home. Lee—who also hated Jones—persuaded *Alliance*'s former captain that neither Jones nor Franklin had had the authority to relieve him of command since Landais had held a Continental commission. Convinced that he had been wronged, Landais went on board the frigate and assumed command on 12 or 13 June.

Jones arrived at L'Orient, where he heard of this coup. He journeyed to Paris and obtained support from Franklin and M. de Sartine, the French Minister of Marine. When Jones returned to L'Orient on 20 June, he found that *Alliance* had already weighed anchor and moved to Port Louis, where a recently emplaced boom blocked her path. The batteries that guarded the port, as well as three French warships, had received orders to fire on the frigate if she attempted to stand out to sea.

Surprisingly, Jones then interceded with the French authorities asking them to allow the ship to pass. He justified this action as springing from a desire to avoid wasting lives, losing the fine frigate, and straining Franco-American friendship by having French forces attack an American warship.

It must be noted that the hero of Flamborough may have been rationalizing to conceal less lofty motives. Samuel Eliot Morison strongly endorsed this hypothesis: "The conclusion is inescapable, that Jones was not particularly eager to regain command of *Alliance*. He had to pretend that he was, of course; but actually he felt well rid of her, and of Landais too."

Alliance was allowed to leave France unmolested. Her homeward voyage proved to be anything but routine. Landais quarreled with his officers, abused his men, and made life miserable for his passengers. The ship had hardly lost sight of land when he locked up Capt. Matthew Parke because the commanding officer of the embarked Marine Corps contingent refused to swear unconditional obedience under all possible circumstances. Any seamen who had joined the frigate after *Bonhomme Richard* had sunk were suspected of disloyalty; many were shackled and imprisoned in the ship's rat-infested hold. Even Arthur Lee, who had urged the Frenchman to take command, came close to being stabbed with a carving knife for taking the first slice of roast pig at dinner. In operating and navigating the ship Landais gave orders which violated the rules of safe and sensible seamanship.

The fearful and exasperated officers and passengers finally agreed that the commanding officer must be insane, and they forcibly relieved him of command on 11 August. *Alliance* continued on to America in a happier and more orderly fashion under the command of Lt. James A. Degge. She arrived at Boston on 19 August 1780.

The Navy Board at that port promptly gathered information on the events of the voyage and sent a hasty report to Philadelphia where the Board of Admiralty immediately ordered a thorough investigation of the whole affair. At the same time it appointed Capt. John Barry to take command of the ship and make her ready for sea with great dispatch.

Barry arrived at Boston on 19 September with orders stripping Landais of all claim to command of the frigate. That unfortunate officer had shut himself up in the captain's cabin and refused to leave, and he was now forcibly carried off the ship by a party of marines led by his first adversary of the voyage, Capt. Parke. Trials of Landais and Degge resulted in the ousting of both men from the service.

Meanwhile, efforts to restore *Alliance* to fighting trim pro-

gressed slowly—when they moved at all—because of a dearth of both men and money. Funds for the necessary yard work and for provisioning and manning the ship were slow in reaching Boston until Col. John Laurens—a former aide-de-camp to General Washington, a successful battlefield commander, and an exchanged prisoner of war—appeared there on 25 January 1781. Congress had appointed Laurens as its envoy extraordinary to France because his military experience seemed to fit him to become a convincing spokesman for Washington's needy army. It had also selected *Alliance* as the speediest and safest ship to carry the dashing young officer to Europe. The urgency of *Alliance*'s new mission made the funds and crew available so that the ship was ready to sail by the end of the first week of February. A favorable wind came up on the 11th enabling her to depart Nantasket Roads and stand out to sea.

Five days later, she entered crowded ice fields and suffered "considerable damage" as she forced her way through. Her crew contained many British sailors, a group of whom plotted to take over the frigate and to kill all her officers but one who would be spared to navigate the vessel to an English port. However, Barry took careful precautions to prevent the mutiny from erupting.

While she sailed eastward Barry refused to pursue any ship-ping which would delay his progress. Yet, on 4 March, the frigate encountered a ship and a schooner. One shot brought both vessels to. The schooner proved to be the English privateer *Alert*, and her consort was *Buono Campagna*, a prize which the Britisher had recently taken. Barry took *Alert* as a prize, but released the merchantman. Five days later, on 9 March, the frigate anchored in Groix Roads and disembarked her important passenger and his three companions: Thomas Paine, whose writings had exerted great influence in persuading the colonies to seek independence; Major William Jackson, a Continental Army officer from South Carolina, and the Viscount de Noailles, a cousin of Lafayette.

After almost three weeks in port, *Alliance* headed home on the afternoon of 29 March, escorting *Marquis de Lafayette*, an old, French East Indiaman which an American agent had chartered to carry a valuable cargo of arms and uniforms for the Continental Army. Before the month was out, Barry discovered and investigated a mutiny plot and punished the conspirators.

At dawn on 2 April a lookout sighted two ships to the northwest; Barry headed toward the strangers and ordered the Indiaman to follow. Undaunted, the distant vessels—which proved to be two British brigs—continued to approach the little American convoy and fired a broadside at the frigate as they passed abreast. Two answering salvos from *Alliance* robbed the larger English vessel of her rigging and forced her to strike her colors. Barry ordered *Marquis de Lafayette* to attend to the captured foe while he pursued and took the second brig. The first prize, a new and fast privateer from Guernsey named *Mars*, though badly damaged, was repaired and sent to Philadelphia under an American crew. *Marquis de Lafayette* provided the prize crew for the smaller vessel, a Jersey privateer named *Minerva*. Barry ordered the prizemaster of this vessel to head for Philadelphia, but *Marquis de Lafayette*'s captain had secretly ordered him to head for France if he had a chance to slip away. On the night of 17 April, foul weather separated *Mars* from the convoy. Nevertheless, that prize dutifully continued on toward the Delaware capes. *Minerva* slipped away during the next night, and apparently set course for the Bay of Biscay. *Marquis de Lafayette* dropped out of sight during a fierce storm on the night of the 25th.

After spending two days looking for her lost charge, *Alliance* continued on toward America alone. On 2 May, she took two sugar-laden Jamaicamen. Off Newfoundland Banks later that day, the frigate sighted, but escaped the attention of a large convoy from Jamaica and its Royal Navy escorts. Ironically, a few days before, the missing *Marquis de Lafayette* and her treacherous master had fallen prey to this same British force.

Almost continuous bad weather plagued Barry's little force in the days that followed until *Alliance* permanently lost sight of her two prizes on 12 May. During a tempest on the 17th, lightning shattered the frigate's main topmast and carried away her main yard while damaging her foremast and injuring almost a score of men.

Jury-rigged repairs had been completed when Barry observed two vessels approaching him from windward 10 days later but his ship was still far from her best fighting trim. The two strangers kept pace with *Alliance* roughly a league off her starboard

beam. At first dawn, they hoisted British colors and prepared for battle. Although all three ships were almost completely becalmed, the American drifted within hailing distance of the larger vessel about an hour before noon; Barry learned that she was the sloop of war *Atalanta*. Her smaller consort proved to be *Trepassey*, also a sloop of war. The American captain then identified his own vessel and invited *Atalanta*'s commanding officer to surrender. A few moments later, Barry opened the inevitable battle with a broadside. The sloops immediately pulled out of the field of fire of the frigate's broadsides and took positions astern of their foe where their guns could pound her with near impunity. In the motionless air, *Alliance*—too large to be propelled by sweeps—was powerless to maneuver.

A grape shot hit Barry's left shoulder, seriously wounding him, but he continued to direct the fighting until loss of blood almost robbed him of consciousness. Capt. Hoystead Hacker, the frigate's executive officer, took command as Barry was carried to the cockpit for treatment. Hacker fought the ship with valor and determination until her inability to maneuver out of her relatively defenseless position prompted him to seek Barry's permission to surrender. Indignantly, the wounded captain refused to allow this and asked to be brought back on deck to resume command.

Inspired by Barry's zeal, Hacker returned to the fray. Just then a wind sprang up and restored the battered frigate's steerage way, enabling her to bring her battery back into action. Two devastating broadsides knocked *Trepassey* out of the fight. Another broadside forced *Atalanta* to strike, ending the bloody affair. The next day, while carpenters labored to repair all three ships, Barry transferred all of his prisoners to *Trepassey* which—as a cartel ship—would carry them to St. John's, Newfoundland, to be exchanged for American prisoners.

Temporary repairs to *Atalanta* ended on the last day of May, and the prize got underway for Boston. After more patching of her battered hull and rigging, *Alliance* set out the next day and reached Boston on 6 June. While Barry recuperated, her repairs were again delayed by want of funds. Lord Cornwallis surrendered his army at Yorktown, ending the war's last major action on land, well before she was ready for sea. As had happened before, her restoration to service was hastened by a decision to use the frigate to carry an important person to France. Lafayette—who had completed his work in America with a major role in the Yorktown campaign—arrived in Boston on 10 December 1781, wanting to return home. Even with the aid of the Marquis' great influence, a full fortnight passed before she could put to sea on Christmas Eve 1781. The ship arrived off L'Orient on 17 January 1782 and disembarked Lafayette and his party.

Barry wanted to make a cruise in European waters to capture British shipping which would yield crewmen to be used in freeing American prisoners by exchange. *Alliance* got underway on 9 February and headed for the Bay of Biscay. Accompanying her out was the American letter-of-marque brig *Antonio* which was bound for home. Three days later, she chased and overhauled an American brigantine which jettisoned her guns in an effort to escape. *Antonio*'s commander offered to escort the unfortunate, and now defenseless, merchantman to Philadelphia and they parted from Barry the next day. *Alliance* encountered only friendly and neutral shipping before putting in at L'Orient on 26 February.

Barry remained in port more than two weeks awaiting dispatches from Paris containing Franklin's observations on the diplomatic scene and on prospects for England's recognition of American independence and negotiations for peace. The messages arrived on 15 March, and the following day *Alliance* headed home.

Wretched weather and contrary winds plagued the ship for much of the voyage. The almost incessant northerly blasts forced her south into hot, unhealthful climes. Eight men died before the end of April when she managed to turn north with the trade winds and head for the Delaware River.

The frigate reached Cape Henlopen on 10 May, but found it guarded by a Royal Navy ship of the line which—in company with a tender—gave chase. Fleeing south and eluding her pursuers, *Alliance* turned north around Montauk Point and across Long Island Sound to New London, Conn., where she arrived on 13 May.

Although hopeful of soon beginning another cruise, Barry again was frustrated by the inevitable shortages of men, money, and material. Almost three months passed before *Alliance* was fi-

nally ready for sea. She reentered Long Island Sound on 4 August and almost immediately took *Adventure*, a Rhode Island brigantine which had fallen prey to an English privateer. Barry sent the prize back to New London and unsuccessfully sought her captor. On the 10th, while sailing toward Bermuda, the frigate captured the schooner *Polly* and sent her to Boston. On the 25th, she retook *Fortune*, a Connecticut sloop which the British privateer *Hawk* had seized on the 16th.

At the end of August, Barry headed north in quest of stragglers from a convoy which had sailed from Jamaica a bit over a month before. A week later he made a prize of *Somerset*, a Nantucket whaler that had been sailing under a British pass.

On 18 September *Alliance* captured a damaged British brig and learned that a storm had scattered the Jamaica convoy, sinking or crippling both escorts and merchantmen. Making temporary repairs to this prize, Barry sent her to Boston and then began looking for the Jamaicamen. On the 24th he captured *Britannia* and *Anna*, carrying coffee, logwood, sugar, and rum. On the 27th the snow *Commerce* became his prize. The next day he captured the dismayed *Kingston*.

Though he would have preferred to take his prizes home, Barry was now closer to Europe. Prevailing westerly winds clinched the matter, prompting him to head for France. The eastward passage was slow and stormy, but the convoy reached Groix Roads on 17 October.

Alliance got underway again on 9 December 1782 for the West Indies. At the end of a largely uneventful passage, she anchored off Saint-Pierre, Martinique, on 8 January 1783. There, Barry found orders to sail to Havana to pick up a large quantity of gold and to deliver it to Congress at Philadelphia. After brief repairs, *Alliance* resumed her voyage or, the 13th, touched at St. Eustatius and Cape François, and reached Havana on the last day of January.

However, another American warship, *Duc de Lauzun*, was already in port on the same mission. The specie had already been loaded on that ship, and Barry decided to escort her home. The inevitable delays kept both ships in port until 6 March. The next day, they encountered two Royal Navy frigates which gave chase. Barry chose not to fight these warships rather than risk losing the funds his consort carried, and the American vessels successfully eluded their pursuers. Three days later they encountered the same pair—*Alarm* and *Sybil*—in company with sloop-of-war *Tobago*.

Still striving to avoid risk to the desperately needed money he was carrying to Congress, Barry again headed southwest to escape from these unidentified strangers and ordered her consort to follow. Far off in that direction, the rigging of another ship appeared over the horizon, sailing away from the others.

Soon *Alliance* was noticeably pulling away from the pursuers; but *Duc de Lauzun*—second in line—was losing ground to *Alarm*. In the distance, the newcomer was seen to change course and head toward *Alliance*. *Alarm* evidently gave up the chase and headed away. *Sybil* pressed on and soon began firing at *Duc de Lauzun*.

Confident in both *Alliance's* speed and her fight, Barry maneuvered her between *Sybil* and *Duc de Lauzun* to demand the full attention of the former so that the latter might slip away to safety. *Sybil* then turned her fire toward *Alliance* and managed to send one shot from her bow chaser into the American frigate's cabin, mortally wounding a junior officer and scattering many splinters. Yet, Barry held *Alliance's* fire until she was within a stone's throw of her opponent. At that point, a broadside from the American warship opened some 40 minutes of close-in fighting which finally forced *Sybil* to flee in the wake of *Alarm* and *Tobago*.

Meanwhile, the Treaty of Paris which ended the war and recognized the independence of the United States had been ratified on 3 February 1783 some five weeks before the battle in which she fired the last shot of the American Revolution.

The two American ships again headed home on the day following their brush with the Britishers, 11 March, but separated off Cape Hatteras a week later. On the 19th, *Alliance* met a British ship of the line as she headed in toward the Delaware capes. She gave chase and forced *Alliance* back out to sea. This created a diversion which allowed *Duc de Lauzun* to slip into the Delaware unmolested and ascend the river to Philadelphia.

Alliance continued on northward and arrived at Newport, R.I., at midafternoon on 20 March 1783. Since that port could easily be raided by British men-of-war, she soon proceeded up

Narragansett Bay and anchored just below Providence. There, her crew was reduced to peacetime needs; and she was thoroughly overhauled.

Ordered to proceed to Chesapeake Bay to take on a cargo of tobacco for shipment to Europe, the frigate got underway on 20 June; but, headed for sea, she struck a rock and was stranded until high tide. Upon floating free, *Alliance* still seemed to be tight and resumed her voyage via the Virginia capes and the lower Chesapeake Bay to the Rappahannock. She then moved up that river where she began taking on tobacco. When completely loaded, she headed downstream on 21 August and sailed into the Atlantic three days later.

Soon after the ship entered the open sea, water rose rapidly in her hold. A hasty investigation revealed that a leak had developed where she had struck the rock weeks before. The crew's attempts to stem the influx failed, forcing Barry to head for the Delaware.

Further examination of the ship at Philadelphia ruled out any quick remedy and caused Congress to cancel the voyage. Her tobacco was transferred to other ships and her crew was further reduced to the bare minimum necessary to keep her in reasonably satisfactory condition.

When the survey board reported that the necessary repairs would be quite expensive, no funds were available for the task. It seems that the work was never done before *Alliance*—the last ship in the Continental Navy—was sold in Philadelphia on 1 August 1785 to John Coburn and a partner named Whitehead. These gentlemen subsequently sold her to Robert Morris who converted the vessel to an East Indiaman. Her new owner—who, as the guiding spirit on naval matters in the Continental Congress and that body's Agent of Marine in the later years of the American struggle for independence, had directed her operations—selected Thomas Read as her master during her first merchant service. That former captain in the Continental Navy took her to China by a new route through the Dutch East Indies and the Solomon Islands. She departed Philadelphia in June 1787 and arrived at Canton on 22 December of that year. While passing through the Carolines on the outward voyage, Read found two islands which were not on his chart and named the first—probably Ponape—Morris; and the second, *Alliance*. At Canton he loaded the ship with tea which he delivered back at Philadelphia on 17 September 1788, ending a record voyage.

Apparently, no details of *Alliance's* subsequent career have survived. However, when she was no longer seaworthy, the former frigate was abandoned on the shore of Petty Island across the Delaware from Philadelphia. At low tide, some of her timbers could be seen in the sands there until her remaining hulk was destroyed during dredging operations in 1901.

II

(ScGbt: dp. 1,375; lbp. 185'0"; b. 35'0"; dr. 16'4"; s. 11 k.; cpl. 190; a. 1 11", 4 9", 1 60-pdr. blr.; cl. *Adams*)

The second *Alliance* was laid down as *Huron*—a screw gunboat of the third rate—in 1873 at the Norfolk Navy Yard, and launched on 8 March 1875. She was sponsored by Miss Eulalie Boush, whose father, Naval Constructor George R. Boush, was superintending the warship's construction. However, prior to the time when *Huron* was to join the active fleet, she was renamed *Alliance*—to honor the Revolutionary War frigate. Ultimately, *Alliance* was commissioned on 18 January 1877, Comdr. Theodore F. Kane in command.

Fitting out at Norfolk until mid-February 1877, *Alliance* shifted thence to Hampton Roads, and remained in the Tidewater area until 9 March, when she sailed to join the European Squadron which, at that time, was commanded by Rear Admiral John Lorimer Worden, best known for his role in the engagement between *Monitor* and CSS *Virginia* during the Civil War. For the next two years, *Alliance* would be a part of this squadron, into whose hands had been entrusted the mission of protecting American lives and property and "showing the flag"—much like the Sixth Fleet of today. *Alliance* based at Villefranche, France, where the United States government maintained a "depot," with the permission of the French government.

Occasional outbreaks of armed conflict in the lands which bordered on the Mediterranean Sea gave the ships of the European Squadron ample opportunities to stand ready to protect American lives and property. The Russo-Turkish War, begun by the



Alliance at anchor off Tompkinsville, in this turn-of-the-century photograph by A. Loeffler of Staten Island. (NH 96649)

Russians (champions of Pan-Slavism)—in response to Turkish oppression in territory bordering hers, in the spring of 1877, affected *Alliance's* itinerary within a few months of her arrival on the station. Her orders, dated 20 August 1877, clearly stated her reason for being there: "Upon your arrival at Constantinople," they began, "you will inform the minister (the United States minister to Turkey) that you are ordered there for a time in consequence of the disturbed condition of affairs thereabouts, and that your ship may afford assistance and asylum in case of disorders threatening the safety of the Representatives or citizens of the United States." Enjoining *Alliance's* captain to observe "strict neutrality," Admiral Worden gave him the latitude to act at his own discretion, in actions which required "energy as well as prudence . . ."

The following day, however, *Alliance's* orders were changed—the ship being directed to Salonika, on the Greek coast, and thence to Smyrna. Within a month, the success of the Turks—delaying the Russian offensives that summer by their gallant defense of the city of Plevna—had lessened concern for the lives of foreigners.

On 25 August, *Alliance* sailed from Smyrna for Salonika in company with Rear Admiral Worden's flagship, *Trenton*, and reached that port five days later. She returned to Smyrna, and then again visited Constantinople, where she remained into December. She sailed thence back to Smyrna, the new year 1878 finding her in that port. Having spent eight months in the eastern Mediterranean, *Alliance* sailed for Villefranche in early January 1878, but returned to Smyrna on 24 February, bringing with her quantities of stores to be distributed among the ships of the squadron.

Once more back in the eastern Mediterranean, *Alliance* became flagship for Rear Admiral William E. Le Roy (who had relieved Worden as commander of the European Squadron), in early March, the admiral transferring his flag from *Trenton*.

Alliance then sailed for the Pireaus, Greece—the port for Athens—but violent gales compelled her to seek anchorage in Vourlah Bay for 36 hours before she proceeded to sea again on the morning of the 7th. Heavy gales again slowed the ship's passage, but the gunboat reached her destination on the 8th.

A few hours after *Alliance's* arrival, *Vandalia* arrived at the Pireaus bearing the former chief executive, General Ulysses S. Grant, on his world tour. During ex-President Grant's stay, *Alliance* rendered honors to him on 13 March. Less than two weeks later, while she lay at the Pireaus, the ship received the King and Queen of Greece, who, after inspecting the flagship "remained a considerable time on board" *Alliance*, their departure "honored with the usual ceremonies as upon their arrival" on 26 March.

Alliance sailed for Messina and Naples, Italy, on the 28th, bound, ultimately, for Villefranche. She arrived there on 10 April and remained in port through mid-May, departing for a cruise to the westward on the 18th. She then visited Marseilles, where, on the 26th, the French government steamer *Coromandel* fouled the gunboat's jib boom, carrying it away and causing some damage to *Alliance's* "head gear." After repairs, *Alliance* sailed for Spanish ports on the 28th, visiting Barcelona, Port Mahon, and Malaga before reaching the British Crown Colony of Gibraltar on 17 June. She then visited Cadiz and Tangiers, and paid a return call to Cadiz en route to Lisbon, Portugal, and Havre, France.

Sailing from Havre on 6 August, *Alliance* reached Cherbourg, France, on the 7th, and remained there for a day, before pushing on for Gibraltar on the 9th. She proceeded thence to Villefranche, arriving there on the 19th. After returning to the eastern Mediterranean, visiting Leghorn, Italy, between 20 and 27 September, she sailed on a cruise "in eastern waters, making Smyrna her headquarters." *Alliance* later visited Messina, Italy and Volo, Turkey; after "finding affairs there (at Volo) quiet,"

the gunboat sailed for Smyrna, arriving there on 11 October. *Alliance* remained there into December.

During 1879, *Alliance* carried out much the same routine as in her previous time with the European Squadron, ultimately returning home to the United States late in the year. Reaching Boston on 8 December 1879, *Alliance* sailed for Norfolk the following day, arriving there on the 14th. For the next five months, the ship lay under repairs at Norfolk, before she received orders at the end of April, 1880, to proceed to the Newfoundland Banks, to "search for and establish positions (if found) of the rocks and shoals" reported by shipping in that area.

After compensating her compasses in Lynnhaven Roads, *Alliance* sailed on 29 May 1880. She reached St. Pierre, a sparsely populated rocky isle off the south coast of Newfoundland, on 11 June, after a 12-day passage from Hampton Roads. She remained there for ten days, investigated the banks, and then divided a fortnight between St. John's, Newfoundland, and Halifax.

Proceeding thence to the Portsmouth, (N.H.) Navy Yard, and arriving there on 29 August, *Alliance* underwent repairs to her engines during the month of September. She then dropped down the eastern seaboard to Hampton Roads, making arrival on 4 October. The gunboat then sailed south, visiting Savannah, Ga., from 20 to 28 November. Taking on coal at Port Royal, S.C., *Alliance* then touched at Key West, Fla., again topping off her bunkers, before she set course for Mexican waters. Over succeeding weeks, *Alliance* visited the ports of Veracruz, Tuxpan, and Tampico, working her way along the eastern coast of Mexico, her sailing orders having directed her commanding officer to keep himself informed "regarding the commercial interests of the United States at the ports visited and render all assistance demanded by the interests of the United States to her citizens and commerce."

Reaching the Pensacola (Fla.) Navy Yard three days into the new year, 1881, *Alliance* then visited the Cuban ports of Matanzas, Cardenas and Havana before calling at Key West on 4 and 5 February. The gunboat then sailed for the Mississippi River, and visited New Orleans, Baton Rouge, and Natchez over the succeeding weeks. During the ship's visit to New Orleans, a boy named John A. Lejeune visited her. He saw *Alliance's* marine officer, Captain of Marines George F. Elliott (a future commandant of the Corps), resplendent in his dress uniform, and, impressed by the sight, resolved to become a marine. He did, and eventually became Commandant himself.

Alliance returned to Hampton Roads, via Key West, and arrived there on 16 April. Later that same day, she proceeded up the Potomac River and anchored off Alexandria, Va., where, on 25 April, officers and men from the ship participated in the ceremonies attendant to the unveiling of a statue memorializing the accomplishments of Admiral David Glasgow Farragut. Upon completion of her participation in these festivities, *Alliance* returned to Hampton Roads.

While *Alliance* had been operating in the Gulf of Mexico, a board had met in Washington to discuss an expedition to ascertain the whereabouts of the ship *Jeannette*, that had not been heard from in some time while on an exploration cruise to the Arctic. An Act of Congress approved on 3 March 1881 provided for, among other "sundry civil expenses of the government" the chartering, equipping, and supplying a vessel "for the prosecution of a search for the steamer *Jeannette*, of the Arctic exploring expedition." One suitable ship, *Mary and Helen*, a steam whaler, was taken over and refitted at the Mare Island Navy Yard; renamed *Rodgers*, she sailed from San Francisco on 16 June.

The Navy, having determined to send a naval vessel "to search for the missing ship between Greenland, Iceland, and the coast of Norway and Spitzbergen . . ." chose *Alliance* for the mission and ordered her to the Norfolk Navy Yard to be fitted out for the task at hand. There, the gunboat underwent the necessary alterations to equip her for what lay ahead in the inhospitable northern regions. Her bow was sheathed with live oak, and a strong iron guard fitted to her stem to protect it against drift ice. In addition, she took on board extra provisions, and "warm winter-service clothing" for officers and men. Ultimately, with full instructions having been given and sailing directions furnished, *Alliance*, Comdr. George H. Wadleigh in command, departed Hampton Roads on 16 June.

After an eight-day passage, *Alliance* reached St. John's, Newfoundland. She sailed thence for Reykjavik, Iceland, and reached that port on 9 July. There, Comdr. Wadleigh distri-

buted Icelandic-language descriptions of the missing *Jeannette* and offered a reward to anyone producing "reliable information" regarding the ship they were seeking. *Alliance* then proceeded to Hammerfest, Norway, via Seidisfjord.

On 29 July, *Alliance* got underway once more on her search, proceeding to Bel Sound and Green Harbor, Spitzbergen, thence heading north and east. With pack ice barring her way, *Alliance* then followed the edge of the ice for a time and succeeded in penetrating the floes to a point ten miles northwest of Welcome Point. To mark her northern voyage, *Alliance* left behind a copper plate, marked with her name, spiked to a boulder in the middle of a small bight, west of Hakluyt's Headland, Amsterdam Island, as well as a copper plate spiked to a nearby cliff to commemorate the ship's visit to that region.

Alliance pressed onward in late August, departing Spitzbergen on the 27th, and cruised under sail until 11 September, when she returned to Hammerfest. Clearing that port five days later, the ship returned to Spitzbergen in an attempt to push further north. Forced to abandon the effort later in the month, *Alliance* departed Spitzbergen on 25 September. She reached Reykjavik on 10 October, Halifax on 1 November, and New York on the 11th, her northern voyage at an end.

Near land or ice, *Alliance* had kept watch for "anything promising to throw light on the object of the cruise," and communicated with fishing vessels, furnishing all with a description of the missing *Jeannette*. While *Alliance* had not met with success, the cruise had not been for naught. At the outset, the Navy Department had reminded Comdr. Wadleigh that *Alliance* was "fitted for Arctic explorations . . ." but nevertheless instructed him to "make such observations as opportunity permitted for the benefit of navigators and in aid of science." Although she had not located *Jeannette*, *Alliance* had obtained samples of the bottom of the waters they traversed; made floral and geological collections, as well as brought on board samples of birds and animals that populated the region. The future Marine Corps commandant, Capt. Elliott, was specifically commended for his part in bagging species of fauna of the area. The hydrographic data on the coasts and waters of Iceland, which *Alliance's* men collected, proved important.

From New York, *Alliance* proceeded to Boston, where the ship underwent voyage repairs into 1882. Attached to the North Atlantic Station, *Alliance* departed Boston on 9 February, and reached Norfolk on the 13th. For the first few months of 1882, the ship cruised in the West Indies, visiting St. Lucia; Samana Bay; Kingston, Jamaica; Aspinwall; Veracruz; and Key West before she returned to Hampton Roads at the end of the year. For the remainder of 1882, the ships of the North Atlantic Station operated in company, "for the instruction of officers and men in fleet tactics." They operated off the Virginia capes from 10 to 30 May, after which time they cruised in company off the eastern seaboard, visiting New York City, Provincetown, Boston, Mount Desert Island, Bangor, Yonkers and Philadelphia, returning to Hampton Roads at the end of October. While at Philadelphia, the ships participated in the bicentennial celebration of the association of the Commonwealth of Pennsylvania.

Alliance returned to the West Indies later that winter, in January and February of 1883, before she put into New Orleans on 16 March. At the end of the month, she proceeded to the Pensacola Navy Yard to coal, sailing thence for the Gulf of Mexico. After surveying the waters of Tampico, Mexico, *Alliance* returned to Hampton Roads—via Key West—and remained in Norfolk until 2 July.

Her respite in port proved brief, however, for she was underway again on 3 July, for New York, reaching her destination on the 5th. The following day, she put to sea to commence that summer's cruise off the Grand Banks, and remained thus employed into the early autumn, returning to New York on 14 October. Shifting up the Hudson River to Newburgh, N.Y., *Alliance* took part in that city's centennial celebration on 18 October. She then resumed active operations, destroying a wreck off Shinnecock Light, on the south shore of Long Island, and then visited Boston before she headed for the West Indies.

Troubled conditions in revolution-plagued Haiti had prompted the dispatch of naval forces to that area to keep an eye on American interests. A revolution in late September, besides causing the usual unrest, quite naturally caused concern over the lives and property of Americans.

Alliance reached Port-au-Prince, Haiti, on 6 December, and over the next three months, visited Santiago, Cuba; St. Nicholas

Mole and Cape Haitien, Haiti; Puerto Plata, San Domingo; Salt and Grand Keys, Turk's Islands, St. Thomas, St. Kitts, St. John's, Antigua; Guadalupe; St. Pierre, Port Castries; St. Lucia, Kingston and St. Vincent, reaching the last-named port on 27 March. Departing Kingston on 1 April, the ship then visited the Tortugas, the Cuban ports of Matanzas, Cardenas, and Nuevitas before arriving at Nassau on 4 June.

Continuing north, *Alliance* reached Norfolk on 12 September, and New York City on the 16th. She operated with the North Atlantic Squadron out of Narragansett Bay, on maneuvers and tactical drills, that summer, ultimately putting back into New York on 22 September. She remained there until 11 December, when she again sailed for the West Indies.

Alliance's cruise soon took her to the familiar ports of St. John's, St. Pierre, and Santiago, before she sailed for the isthmus of Panama. She reached Aspinwall (now Colon) on 16 January 1885, where, the following day, the ship's commanding officer, Comdr. Lewis Clark, received a visit from the American consul, Robert K. Wright, Jr. Wright reported the conditions as they prevailed in Aspinwall to the newly arrived Clark, and requested that a marine guard be landed to protect the property of the Panama Railroad Company. Clark soon directed 1st Lt. Louis J. Gulick, USMC, to pick a suitable number of men and prepare to go ashore.

On the 18th, Clark telegraphed the Department of the Navy, reporting a "revolution in progress," and that the President of Panama had announced his "inability to protect the property of the Panama Railroad Company." Clark further announced his intention to land his landing force "as soon as possible to protect American property . . ." and that he had "put *Alliance* alongside [the] dock to assist in case [of a] demonstration." That same day, Lt. Gulick and his marines landed.

However, the situation ashore improved rapidly; and *Alliance's* marine guard returned to the ship the following day. *Alliance* quit Aspinwall and sailed north, visiting Cienfuegos, Cuba, and New Orleans (between 17 February and 22 March) before sailing for Key West. Reaching that port on 27 March, she had only been there four days when telegraphic orders directed her Colon-ward "with all practicable dispatch." The quiet left behind when *Alliance* had sailed just a short time before had proved illusory.

Less than two months had elapsed, wrote Capt. Harry A. Ellsworth, USMC, a marine historian, "before conditions on the isthmus necessitated the sending of other American warships to this land of seemingly perpetual revolution . . ." to protect American interests. *Alliance* departed Key West on 31 March, and reached Aspinwall on 8 April to find much of the city in ruins, the place having been put to the torch by the warring factions during fighting there less than a week before.

The North Atlantic Squadron, under Rear Admiral James E. Jouett (whose flag flew in *Tennessee*), gathered at Aspinwall and expeditionary forces of sailors and marines arrived in two increments, the first on 10 April and the second on the 15th. The force was employed to ensure the "free transit" of the isthmus—a transit threatened by the warring Colombian factions—as guaranteed to the Colombian government in the 1846 treaty with "New Grenada".

On 11 April, *Alliance* stood out of Aspinwall harbor, accompanying the flagship *Tennessee* with Rear Admiral Jouett embarked. They sailed to Cartagena, Colombia, with three government commissioners and a representative of the State Department, arriving at their destination on the morning of the 13th. Upon arrival, Admiral Jouett learned that the insurgents had recently attacked the city, but had been repulsed with great loss, and were standing by in steamers ready to proceed to Baranquillas. Concerned that the steamers had been commandeered without just compensation, Jouett detained them and sent for the insurgent leaders on board *Tennessee*. After learning in an interview with the generals that the ships were being properly used, the admiral consented to their leaving Cartagena, adjuring them to seek a peaceful settlement of their differences.

Jouett subsequently sent envoys from one of the insurgent generals to the other insurgent leaders to Savanilla, a railroad from which they could travel to Baranquillas, on board *Alliance*. On the morning of the 17th, *Alliance* returned to Cartagena with a letter from an insurgent general, Felipe Perez, thanking the admiral courteously for his offer of mediation "but declining to take any steps in the matter until he should receive some

information as to what steps the United States would take in the matter." Subsequently, *Tennessee* sailed for Aspinwall.

In the meantime, Rear Admiral Jouett had dispatched *Alliance* back to Cartagena to ascertain conditions there in his absence. While en route, on 24 April 1885, *Alliance* sighted a brigantine and showed her own colors. In response, the stranger hoisted the Haitian flag, but then abruptly ran up Colombian colors when *Alliance* altered course. His suspicions aroused at this puzzling behavior, Comdr. Clark ordered a blank cartridge fired. When this produced no effect, he had a shot fired across the ship's bow. This brought her to.

As the gunboat closed, she could make out a dozen or so men topside on the stranger's deck. Closing still further, *Alliance* made out the ship's name, *Ambrose Light*, and her port of registry, Philadelphia. Clark sent a boat over, in command of Lt. M. Fisher Wright, to examine the ship's registry and her papers. Those on board told the boarding officer a number of conflicting stories, "still more conflicting than the effort to claim nationality by a display of flags," such as that the ship had been recently sold and transferred at some unknown port; and that she had been chartered to carry troops (she had 60 armed men on board at the time). Wright discovered, though, that the American register had been cut in two, and a "rough, new commission as a man-of-war" drawn up by insurgent leader, Pedro Lara (who styled himself as the "Governor of Baranquilla"). As Clark later reported to Admiral Jouett: "As Pedro Lara has no authority to commission either men-of-war, issue letters of marque, etc., I have seized her as a prize and turn her over to you for your decision."

Ambrose Light was sent to the United States as a prize under Lt. Wright's command, assisted by Naval cadet H. H. Whittlesey and a crew of nine men, to be delivered to the United States Marshal in the port of New York, where she arrived on 1 June. Soon after the ship made port, a stowaway, a Spanish negro, was discovered hiding behind some casks below decks. Rather than surrender to Colombian authorities, the man had decided to chance starvation. He was immediately taken ashore and given medical care.

In the meantime, the situation on the isthmus permitting it, the naval landing forces of sailors and marines were withdrawn on 25 May. *Alliance* sailed from Aspinwall for Key West on 4 June, and reached her destination on the 7th. Tragically, her commanding officer, Comdr. Clark, had been taken ill en route home, and died at half past five in the evening of the day of the ship's arrival. A veteran of the Battle of Mobile Bay, having served in the steam sloop *Richmond* in that engagement, Clark had compiled a record of "gallant and efficient service." The Navy, an obituary stated, mourned "the loss of a valuable officer and a worthy gentlemen." Command of the ship devolving upon the executive officer, Lt. Comdr. George R. Durand, *Alliance* sailed for New York, bearing the remains of her late commander, and arrived at that port on 26 June 1885.

After cruising thence to Bar Harbor and Eastport, Maine, *Alliance* departed New York on 16 August and reached the Norfolk Navy Yard on the last day of August for extensive repairs. These lasted into the summer of the following year. Detached from the North Atlantic station on 2 July 1886, the ship departed the Norfolk Navy Yard nine days later for Newport. Steaming thence to New York on 12 August and arriving the following day, *Alliance* cleared that port on 14 November for the Mediterranean.

Possessing orders to "investigate . . . the reported fraudulent sale in 1884 of the American schooner *Emma Jane* by her master at the island of Johanna," and to inquire into reports that American flag vessels had been transporting slaves to Madagascar and adjacent islands from the east coast of Africa, *Alliance* reached Gibraltar on 15 December en route to the South Atlantic Station. Sailing from Gibraltar four days before Christmas of 1886, *Alliance* passed through the Mediterranean Sea, transited the Suez Canal and the Red Sea, and ultimately reached Aden on 26 January 1887. She proceeded thence to Zanzibar, arriving on 23 February, before leaving that port on the 27th for Johanna Island, which she reached on 3 March. There she seized part of the outfit of the schooner *Emma Jane*.

After visiting Madagascar and Mozambique soon thereafter, *Alliance* paid a return call to the island of Johanna on 21 March before proceeding thence to the island of Mayotta, arriving three days later. She subsequently visited Madagascar again on 1 April.

Continuing her cruise in that region, she proceeded down the east coast of the African continent, visiting a succession of ports: Tamatave, Port Louis, Mauritius, Nos Vey, St. Augustine, Tulle Bay, and Mourandava; Port Natal, Port Elizabeth, and, ultimately, Cape Town, from whence she sailed for Brazil on 25 June 1887.

Alliance reached Rio de Janeiro a month later, on 25 July 1887, joining the station's flagship, *Lancaster*, there. She then accompanied the flagship and the other ship assigned to the Station, *Tallapoosa*, as they left Rio for Estrella Bay for squadron drills and exercises, on 10 August. Returning to Rio eleven days later, *Alliance* sailed from that port on 17 September for Bahia, Brazil, arriving there one week later. She visited Pernambuco, Santos, and Santa Catharina. Proceeding thence on 12 November, she arrived at Maldonado on the 17th, and Montevideo, Uruguay, on 15 December, where she remained through Christmas and New Year's.

Departing Montevideo on 19 January 1888, *Alliance* visited Ensenada, returning to the Uruguayan capital a week later. The ship then cruised to Patagonian waters, dropping down to Punta Arenas, arriving there on 23 June after a two week passage from Montevideo. After a little over a month in that Chilean port, *Alliance* sailed for Montevideo on 24 July, reaching her destination on 8 August. She then visited Colonia and Buenos Aires, Argentina, before once more returning to the Uruguayan capital on 11 September 1888.

Over the remaining months of 1888, *Alliance* showed the flag at a succession of ports, the same ones she had visited previously on the station: Rio de Janeiro, Pernambuco, and Bahia, arriving back at Montevideo two days after Christmas of 1888 to spend the next two months there, not departing the Uruguayan capital until 27 February 1889 for Maldonado. Returning to Montevideo for a month's time, *Alliance* then operated out of that port into mid-May of 1889, sailing thence to visit Maldonado again, as well as Colonia and Buenos Aires before she returned to Montevideo for the last time on 14 May. She sailed four days later, reaching Pernambuco on 6 June, and from thence sailed for Hampton Roads, ultimately arriving there on 18 July. Proceeding up to the Norfolk Navy Yard, on 9 August, the ship was decommissioned there on 20 August 1889.

Following repairs and alterations at the Norfolk yard, *Alliance* was recommissioned on 16 January 1890 for service on the Asiatic Station. After local operations and trials, the ship sailed for her new duty station on 8 March 1890. Proceeding via Bermuda (which she visited from 14 to 16 March); Malaga, Spain (2 to 6 April); Gibraltar (6 to 22 April and 24 April); Tangier, Morocco (22 to 24 April); Messina, Italy (29 April to 6 May); Alexandria, Port Said, Suez, Egypt (between 1 and 23 May); Aden, Arabia (30 and 31 May); Colombo, Ceylon (11 to 22 June); Penang, Malay Peninsula (29 June to 1 July), *Alliance* reached Singapore, Malacca Strait, on 5 July 1890, reporting for duty to Rear Admiral George E. Belknap, commanding the Asiatic Station.

Visiting Hong Kong from 14 to 21 July, *Alliance* then called at Amoy, China, from 23 to 27 July, after which time she proceeded to Japan, reaching Kobe on 3 August. She then sailed to Yokohama, where she was drydocked for repairs during her visit from 8 to 25 August. After then visiting, in succession, Kobe, Yokosuka, and Yokohama, *Alliance* cleared the latter port on 25 September for the island of Ponape, in the Caroline Islands; she reached her destination on 15 October.

Calling at Kiti Harbor, Ponape Island, and Chabrol Harbor, Ualan Island, *Alliance* sailed for Japan, reaching Nagasaki on 4 December. Proceeding thence to Kobe, where she spent Christmas of 1890, the gunboat reached Yokohama on 28 December, remaining in that port through the end of January 1891. Visiting Owari Bay briefly on 3 February, *Alliance* returned to Yokohama on 4 February. There, Rear Admiral Belknap transferred his flag from *Omaha* to *Alliance* on 9 March 1891, wearing it in the latter until shifting to *Monocacy* on 6 April.

After visiting Kobe from 9 to 11 April, *Alliance* sailed for Korean waters, arriving at Chemulpo on 18 April; remaining there until 30 April, the ship sailed back to Japan soon thereafter, making arrival at Nagasaki on 3 May for a brief stay. Returning to Yokohama via Kaneda and Mississippi Bays, *Alliance* sailed for her first visit to the Chinese port of Shanghai on 26 May, making arrival on 1 June. Steaming thence to Chefoo, in North China, and arriving there on 11 August, she returned to Shanghai on 7 September, remaining there until 17 October, when she sailed for Korean waters once more.

Alliance visited a succession of ports—Chemulpo, Gensan (Jinsen, later Inchon), and Fusan (later Pusan)—before returning briefly to Nagasaki (4 to 6 November) for the first of what would be four port visits there over her next several months on the station. She also visited Chemulpo again, as well as Yokohama, Hong Kong and Shanghai, before she sailed from Yokohama on 14 August 1892 for San Francisco. Reaching her destination on 11 September, she shifted to the Mare Island Navy Yard on the following day, and remained there undergoing voyage repairs until 23 September. During her overhaul, the ship was assigned to the Pacific Station on 15 September 1892. Touching briefly at San Francisco on 23 and 24 September, *Alliance* sailed for Honolulu, Hawaii, on 24 September, and arrived at that port on 12 October. She remained there until 26 November, when she got underway for Samoa.

Alliance arrived at Pago Pago on 13 December, and sailed for Apia, Samoa, two days before Christmas, arriving the following day, 24 December. Early in the morning of 28 December, a violent storm began blowing up—of less intensity than the one that had wrecked three American and three German warships in the same harbor three years before, but violent nonetheless. *Alliance* began dragging, even after she had let go a second anchor, and soon grounded slightly on the reef on her starboard quarter.

Providentially, Passed Assistant Engineer H. N. Stevenson, *Alliance*'s chief engineer, on his own initiative, had a full crew of men on duty at the engines and had the fires ready for use in case the ship needed to get underway in a hurry. His foresight paid off handsomely, for it took only eight minutes for the ship to begin moving, working her way out of her predicament on the reef and out into deep water. She had only lost two anchors and suffered slight damage to her single screw—had it taken the usual 30 minutes to get up steam in that situation the ship may very well have been lost. Needless to say, Passed Assistant Engineer Stevenson had earned the high praise of his commanding officer, Capt. William H. Whiting, for his "energy and ability" displayed in that situation.

Alliance remained at Samoa until 30 January 1893, alternating between Pago Pago and Apia, when she cleared the former place for Honolulu. The ship then remained in the Hawaiian Islands through mid-March, visiting Honolulu and the other island ports of Hilo, Hawaii, and Lahaina, Maui. She ultimately departed Honolulu on 16 March 1893 for the west coast of the United States.

Reaching Mare Island on 28 March, the ship remained there into mid-May, at which time she sailed for Acapulco, Mexico, on 15 May. *Alliance* then worked her way down the Pacific coast of Central and South America, visiting Corinto, Nicaragua; Panama; and Callao, Peru; before retracing her route in the course of protecting American interests—visiting Panama and Corinto again between 26 July and 17 September.

Between late September 1893 and January 1894, *Alliance* "showed the flag" and watched local conditions at a succession of ports: San Jose de Guatemala (twice), Corinto (twice), Acapulco, La Libertad (twice), the Gulf of Fonseca, the Bay of La Union, and Amapala, before she worked her way to Callao, Peru, arriving there on 31 January 1894.

Transferred to the South Atlantic Station, *Alliance* transited the Strait of Magellan, ultimately arriving at Montevideo on 30 March 1894. She sailed from that port on 18 April, and sailed for Norfolk. After proceeding via Bridgetown, Barbados; Port Castries, Santa Lucia, West Indies; and Charlotte Amalie, St. Thomas, Virgin Islands; *Alliance* arrived at Hampton Roads on 18 June. Shifting to the Norfolk Navy Yard the following day, the ship was placed out of commission there on 30 June 1894.

Recommissioned on 19 January 1895, *Alliance* commenced operations that spring as an apprentice training ship; departing Newport on 17 April 1895, the ship cruised to European waters, visiting Southampton, England; Havre, France; Gibraltar, Tangier, and Madeira before returning to the east coast of the United States, reaching Yorktown, Va., on 21 August. After remaining there for a month, she shifted to Hampton Roads on 21 September, and thence to New York. During the following year she conducted another training cruise, as she did the following summer, visiting Southampton; Lisbon, Portugal; Funchal, Madeira; Frigate Bay, St. Kitts; and St. Thomas before putting into Newport News, and proceeding thence to the New York Navy Yard for voyage repairs.

Alliance continued to operate in the training role over the

next few years, but it was becoming obvious that her days as a steamer were numbered, as an *Army and Navy Journal* article noted early in 1898: "The old *Alliance* appears to require a great deal of repairing. She was six months under repairs at New York last year, and over two months have already been expended upon her this year at Portsmouth, and the end is not yet. It is doubtful whether there is any economy in using for training ships a broken down vessel, half-rotten, leaky, constantly under repairs and completely collapsed in steam power. It will be remembered that it took the *Alliance* forty-six days to crawl from Madeira to St. Thomas . . ."

During 1899's practice cruise, *Alliance* sailed from New London on 1 July 1899, and visited Plymouth, Southampton, Gibraltar, Tangier and Madeira before departing European waters on 23 September for the West Indies. Reaching St. Thomas on 26 October, the ship proceeded thence for San Juan, reaching her destination on 28 October; while at the latter port her crew carried out small-arms target practice ashore. Underway on 11 November, *Alliance* sailed for Hampton Roads, reaching there on 23 November.

After coaling at Lambert Point, she then proceeded north and disembarked a draft of apprentices at Tompkinsville, N.Y., before she steamed to Boston. There she embarked another draft of apprentices between 6 December 1899 to 3 January 1900, sailing on the latter date for her second training cruise of the year.

Alliance steamed to Newport before proceeding to a succession of ports and places on her training cruise: Barbados, St. Lucia, Port-of-Spain (Trinidad), the Gulf of Paria (twice); La Brea, Trinidad; San Juan; Port Royal and Kingston, Jamaica; Guantanamo Bay and Key West, before arriving in Hampton Roads on 16 May, stopping there only briefly before pushing on for Tompkinsville and the New York Navy Yard.

Mooring at the yard on 26 May 1900 *Alliance* was placed out of commission on 2 June for extensive repairs which included the conversion of the ship to a sailing vessel. Completing her overhaul on 30 March, the ship was recommissioned on 22 April 1901 and left the yard on 17 May.

Alliance resumed her activities, training landsmen, soon thereafter, attached to the Atlantic Training Squadron. During 1902, the ship visited Queenstown, Ireland; Lisbon, Portugal; Algiers, and Madeira before undergoing voyage repairs at the Norfolk Navy Yard; subsequently, the ship sailed south to Trinidad, St. Kitts, San Juan and Jamaica before arriving back in Hampton Roads on 13 June 1903. The following year, 1904, *Alliance* was among the ships reviewed by President Theodore Roosevelt at Oyster Bay, Long Island, on 17 August 1904.

The ship's last duty commenced soon thereafter, when she was dispatched to Culebra, Puerto Rico, to serve as station ship and store ship at the naval station there. Regarded as "unserviceable for war purposes," she was decommissioned at San Juan on 7 July 1911, and her name was struck from the Naval Vessel Register on 9 August 1911. Her hulk, however, remained in government hands until disposed of, subsequently.

Alliance (AMc-64) was renamed *Aggressor* (q.v.) on 23 May 1941.

Alligator

I

(Sch: t. 80; l. 60'0" (on the gun deck); b. 16'0"; dph. 5'11"; cpl. 40; a. 4 guns)

The first *Alligator*—a schooner built in 1809 at Wilmington, N.C., by Ames Perry as *Gunboat No. 166*—was commissioned sometime in mid-1809, Master Commandant Joseph Tarbell in command.

Built and commissioned as a part of the Democratic-Republican Party's defensive "Gunboat Navy," *Gunboat No. 166* served on the coast of the Carolinas protecting coastal commerce and was still operating on that station when the War of 1812 opened. That same year, she received the name *Alligator*. On 29 January 1814, she was anchored in the mouth of the Stone River, S.C., when two British ships—a frigate and a brig—sailed close inshore. It was quite apparent from their movements that they

would send a boat expedition in to cut her out during the night. *Alligator* made her preparations to ward off the expected attack. At about 1915 that evening, lookouts spied seven boats approaching with muffled oars. *Alligator* hailed the newcomers whereupon they raised a cheer and opened with their boat carronades and small arms. *Alligator* cut her cable, made sail, and opened a withering fire on the intruders. The return fire stopped the attackers cold, but, in the darkness, *Alligator* ran aground. Fortunately, her assailants had lost heart and rowed back downstream to their ships, apparently having suffered heavy casualties. *Alligator* lost two men killed and two wounded. She was soon refloated and returned to service. In July, however, she sank in Port Royal Sound during a heavy storm. Refloated once again, the schooner resumed service and continued her labors for the Navy until sold on 12 June 1815.

II

(Slp: cpl. 8; a. 1 4-pdr.)

The second *Alligator*—a sloop of unknown origin—was purchased by the Navy in 1813 at New Orleans, La., for conversion to a gunboat. Commissioned as a tender at New Orleans, she served on that station under the command of Sailing Master Richard S. Sheppard until late in 1814. When the British entered Lake Borgne early on the morning of 14 December 1814, *Alligator* attempted to join the other American gunboats on the lake. The British boats, however, cut her off and quickly captured her. Thus, her participation in the Battle of Lake Borgne—an American defeat, but one that helped to buy precious time for General Andrew Jackson's successful defense of New Orleans—proved very brief. Her disposition by the British is unknown.

III

(Sch: t. 198; lbp. 86'; b. 24'7"; dph. 10'4"; s. 8 k.; a. 12 6-pdrs.)

The third *Alligator* was laid down on 26 June 1820 by the Boston Navy Yard; launched on 2 November 1820; and commissioned in March 1821—probably on the 26th—Lt. Robert F. Stockton in command.

When *Alligator* put to sea from Boston on 3 April, she embarked upon a two-fold mission. Lt. Stockton had been given command of *Alligator* as a result of his dogged efforts to persuade the Secretary of the Navy, Smith Thompson, to pass over several officers senior to him so that, in addition to cruising the west African coast to suppress the slave trade, he might also search for and acquire a stretch of the coast of Africa for the American Colonization Society. The Society had previously established a colony of former American slaves on the coast, but the climate in that area was so debilitating and unhealthful that the colony had disintegrated. Representatives of the Society therefore had approached Stockton to aid them in the acquisition of a more suitable parcel of land.

After a stop at New York to complete her crew, the warship sailed for waters off the west coast of Africa where she cruised from Cape Verde south to the equator in an effort to stem the illegal exportation of slaves from Africa to the Americas. Though she captured several slavers, among which were the schooners *Mathilde*, *L'Eliza*, and *Daphne*, perhaps her greatest contribution was the selection and acquisition of the territory around Cape Mesurado by her commanding officer and a representative of the American Colonization Society, Dr. Ayres, who was embarked in *Alligator* for that purpose. The negotiations with the primary native chieftain, King Peter, involved great danger since his people were noted slavers themselves. Initial negotiations went well, but King Peter failed to appear at the appointed time to conclude the treaty. Instead, he repaired to a place some 20 miles inland leaving Stockton with the challenge to follow him to his retreat inland "if he dare." Thereupon, Stockton and Ayres took up the figurative gauntlet and headed inland. The journey through swamps and jungles infested with the wildest animals and even more hostile natives was extremely dangerous for the Americans. However, they not only succeeded in completing the perilous trip, but Stockton singlehandedly cowed the native chieftain and some 500 savage followers by his own forceful personality. The result of his intrepid and resourceful efforts—the parcel of coast around Cape Mesurado—was the germ from which the Republic of Liberia grew.

With that mission concluded, *Alligator* set sail to return to the United States and reentered Boston sometime in July. She remained there into the fall.

On 4 October 1821, *Alligator* put to sea from Boston again bound for the west coast of Africa. On 5 November, she encountered a strange sail ahead steering a perpendicular course. On sighting *Alligator*, the newcomer, instead of continuing on her way, lay to and awaited *Alligator's* approach. Lookouts on the American schooner soon reported that the stranger was wearing a distress flag, and *Alligator* moved in to offer assistance. However, when the warship entered gun range, the supposedly endangered vessel opened fire upon her and hoisted the Portuguese flag. Since the malefactor possessed guns of longer range than those mounted in *Alligator*, Lt. Stockton was obliged to load his guns and then to have his crew lie flat on the deck while he steered his ship in on her. The wind was slight that day, and *Alligator* weathered several hours of bombardment and suffered several casualties before she had the enemy within range of her own guns. When she succeeded, though, the issue was resolved rapidly. Her first volley sent the stranger's entire crew scurrying below for shelter. The American ship then poured broadside after broadside into her for about 20 minutes. At that point, *Alligator's* adversary struck her colors. Stockton hailed her, and her captain came on deck. He claimed her to be a Portuguese letter of marque. Records of this action have identified this vessel by two slightly different names, *Mariano Faliere* and *Marianna Flora*. Stockton deemed her to be a pirate, put a prize crew on board, and sent her back to the United States to be condemned by an admiralty court. However, she was returned to her owners in response to the request of the Portuguese Government. During the remainder of the cruise, *Alligator* captured several slavers off the coast of Africa before returning to Boston.

Early in 1822, she sailed from Boston to the West Indies to combat the piracy then rampant in the Caribbean. In April, she took the pirate schooner *Cienega* off Nuevitas, Cuba. *Alligator* remained on the West Indian station for the remainder of her career. While at Matanzas in November of that year, she got word that an American schooner and brig had been taken by a group of pirates and were located about 45 miles east of Matanzas. She took the master and mate of the captured schooner on board and set sail to reclaim the American ships. She arrived at her destination at dawn on 9 November and found the pirates in possession of one ship, two brigs, and five schooners. *Alligator* launched armed boats which gave chase to a heavily manned schooner that opened fire with five of her guns. Nevertheless, the boats from *Alligator* pressed home their attack and soon overhauled the schooner which they boarded in a mad rush. In the short, but sharp, fight, *Alligator* lost her commanding officer, Lt. William H. Allen, wounded mortally by two musket balls. Soon thereafter, boats from *Alligator* captured all the pirate vessels except one schooner that managed to escape. Most of the pirates fled ashore. On 18 November 1822, *Alligator* departed Matanzas escorting a convoy. Before dawn the following morning, she ran hard aground on Carysford Reef off the coast of Florida. After working desperately to refloat their ship, officers and crewmen gave up on a hopeless task. On 23 November, they set fire to *Alligator*, and the young but battle-tested warship soon blew up.

IV

(Submarine: l. 47'; b. 4'8"; dph. 5'6"; s. 3 to 4 k.; cpl. 21; a. 2 torpedoes)

In the autumn of 1861, the Navy asked the firm of Neafie and Levy to construct a small submersible ship designed by the French engineer Brutus DeVilleroi. It wanted such a vessel to counter the threat posed to its wooden-hulled blockaders by the former screw frigate *Merrimack* which, according to intelligence reports, the Norfolk Navy Yard was rebuilding as an ironclad ram for the Confederacy. Since the Navy's agreement with the Philadelphia shipbuilder specified that the submarine was to be finished in not more than 40 days, her keel was laid down almost immediately following the signing on 1 November 1861 of the contract for her construction. Nevertheless, the work proceeded so slowly that more than four and one-half times 40 days had elapsed when the novel craft finally was launched on 1 May 1862.

Soon after first entering the water, the new boat was towed to

the Philadelphia Navy Yard to be fitted out and manned. A fortnight later, a civilian, Mr. Samuel Eakin, was placed in charge of her; and, on 13 June, the Navy formally accepted the small, but unique, ship.

Next, the steam tug *Fred Kopp* was engaged to tow the submarine to Hampton Roads, Va. The two vessels got underway on 19 June and proceeded down the Delaware River to the Delaware and Chesapeake Canal through which they entered the Chesapeake Bay for the last leg of the voyage. At Norfolk, the submarine was moored alongside the sidewheel steamer, *Satellite*, her tender during her duty with the North Atlantic Blockading Squadron. A short while after reaching Hampton Roads on the 23d, the submarine picked up the name *Alligator*, a term which soon appeared in official correspondence.

Several tasks were considered for the strange vessel: destroying a bridge across the Appomattox River; clearing away the obstructions in the James River at Fort Darling which had prevented Union gunboats from steaming upstream to support General McClellan's drive up the peninsula toward Richmond; and blowing up *Virginia II* if that ironclad were completed and sent downstream to attack Union forces. Consequently, the submarine was sent up the James to City Point where she arrived on the 25th. Comdr. John Rodgers, the senior naval officer in that area, examined *Alligator* and reported that neither the James off Fort Darling nor the Appomattox near the bridge was deep enough to permit the submarine to submerge completely. Moreover, he feared that, while his theater of operation contained no targets accessible to the submarine, the Union gunboats under his command would be highly vulnerable to her attacks should *Alligator* fall into enemy hands. As a result, he requested permission to send the submarine back to Hampton Roads.

The ship headed downriver on the 29th and then was ordered to proceed to the Washington Navy Yard for more experimentation and testing. In August, Lt. Thomas O. Selfridge was given command of *Alligator*; and she was assigned a naval crew. The tests proved to be unsatisfactory, and Selfridge pronounced "the enterprise . . . a failure."

The navy yard later removed *Alligator's* oars and installed a screw propeller in their stead. This change increased her speed to about four knots. On 18 March 1863, President Lincoln observed the submarine in operation.

About this time, Rear Admiral Samuel F. Du Pont—who had become interested in the submarine while in command of the Philadelphia Navy Yard early in the war—decided that *Alligator* might be useful in carrying out his plans to take Charleston, S.C., the birthplace of secession. Acting Master John F. Winchester, who then commanded *Sumpter*, was ordered to tow the submarine to Port Royal, S.C. The odd pair got underway on 31 March.

The next day, the two ships encountered bad weather which, on 2 April, forced *Sumpter* to cut *Alligator* adrift. She soon sank, ending the career of the Navy's first submarine.

Allioth

Allioth is a star in the constellation Ursa Major.

(AK-109: dp. 14,550; l. 441'6"; b. 56'11"; dr. 28'4"; s. 11 k.; cpl. 209; a. 2 3", 8 20mm.; cl. *Crater*; T. EC2-S-Cl)

James Rowan was laid down under a Maritime Commission contract (MCE hull 1730) on 30 July 1943 by the Permanente Metals Corp., Richmond, Calif.; launched on 20 August 1943; sponsored by Miss Cora Clonts; acquired by the Navy on 3 October 1943; renamed *Allioth* and designated AK-109 on 6 October 1943; and commissioned at Portland, Oreg., on 25 October 1943, Comdr. George F. Prestwich in command.

Upon her arrival at Pearl Harbor on 5 December 1943, the cargo ship was assigned to Service Squadron 8. During the next 11 months, she operated as a mobile supply source for the Army. Her duties consisted of loading cargo and dispensing it to troops as needed. Among the ports from which she operated were Funafuti, Ellice Islands; Makin and Tarawa, Gilbert Islands; Kwajalein and Eniwetok, Marshall Islands; and Peleliu and Angaur, Palau Islands.

Allioth sailed from Peleliu on 14 November 1944, bound for Pearl Harbor. On the afternoon of the 20th, two Japanese airplanes attacked her, dropping several bombs but scoring no hits.

Later that evening, one aircraft returned and dropped a bomb which exploded near the ship. Ten crewmen were slightly wounded, and the ship suffered minor structural damage from shrapnel. She continued her journey and arrived safely in Hawaiian waters on 11 December 1944.

Two days later, the ship resumed her voyage toward the west coast of the United States, and she entered a shipyard at Alameda, Calif., on the 24th for overhaul and conversion to an aviation supply issue ship. The alterations were completed in early March 1945, and *Allioth* received the new designation IX-204.

On 10 March, the vessel got underway for Pearl Harbor. After taking on more cargo there, she resumed her westward voyage, dropped anchor at Ulithi on 8 April, and began supplying various units with airplane parts. On 3 May, her designation was changed to AVS-4.

When the fleet moved from Ulithi, *Allioth* headed for the Philippine Islands, arriving at Leyte Gulf on 27 May. In early June, the ship sailed to Seeadler Harbor, Manus Island, to load more spare parts. She returned to Leyte on 29 June and resumed her supply duties.

Allioth moved to Okinawa in mid-September 1945 and remained there into the next year, supporting various airplane squadrons operating in the Ryukyu Islands. On 18 January 1946, the ship got underway to return to the United States. *Allioth* arrived back at Alameda on 16 February and began discharging cargo. Her crew also began stripping the ship of excess equipment in preparation for her deactivation.

Allioth returned to Pearl Harbor on 15 April and was placed out of commission there on 18 May 1946. She was transferred to the Maritime Commission on 13 May 1947, and her name was struck from the Navy list on 22 May 1947. Under the Maritime Commission, the ship resumed her first name, *James Rowan*, and carried it until she disappeared from merchant ship registers in 1956.

Alloway

A Delaware Indian chief who lived around the year 1675 in territory which now constitutes Salem County, N.J. The word Alloway is a Delaware term meaning "beautiful tail" and refers to the black fox. A creek in New Jersey and villages in Salem County, N.J., and Wayne County, N.J., bear the name Alloway. The World War I NOTS cargo ships was probably named for one or both of the villages; the World War II tug honors the chief.

I

(ScStr: dp. 12,600; l. 416'6"; b. 53'0"; dr. 27'6" (aft); s. 10½ k.; cpl. 70; a. 1 4", 1 3")

Shintaka—a screw steamer built in 1918 at Oakland, Calif., by Moore & Scott—was acquired by the Navy on 11 July 1918; renamed *Alloway* (Id. No. 3139); and commissioned at San Francisco, Calif., on 12 July 1918, Lt. Comdr. F. C. Dellegar, USNRF, in command.

Assigned to the Naval Overseas Transportation Service (NOTS), *Alloway* departed San Francisco soon after commissioning and set a course for the west coast of South America. She arrived at Arica, Chile, on 17 August and began loading a cargo of nitrates. The cargoman departed Arica near the end of the month and arrived at Norfolk, Va., on 20 September. She discharged the nitrates at Norfolk and then moved on to New York for repairs.

On 10 November, the day before the armistice ended World War I, *Alloway* stood out of New York for her only voyage to Europe. A little over a month later, on 11 December, the ship entered port at Quiberon, France. After unloading over 5,000 tons of Army cargo at Quiberon, *Alloway* moved to Brest, France, where she took on cargo for the return voyage. She entered New York harbor on 13 February 1919 and, after discharging her cargo, entered Schewan's drydock for overhaul. She was placed out of commission on 3 March 1919 and was returned to the United States Shipping Board for disposition. Presumably, her name was struck from the Navy list that same day.

II

(YT-170: dp. 95; l. 71'; b. 19'; dr. 10'6")

The second *Alloway* (YT-170)—a diesel-powered tug built in 1935 as *Russell No. 12*—was acquired by the Navy on 28 October 1940 at New York from the Newton Creek Towing Co.; renamed *Alloway* the following day and simultaneously designated YT-170; converted to naval service by the New York Navy Yard; and placed in service at New York on 7 November 1940.

Alloway was initially ordered to the 5th Naval District and stationed at the Naval Proving Grounds at Dahlgren, Va., where she served through the end of World War II. During her tour of duty, *Alloway* was reclassified a medium harbor tug and redesignated YTM-170 on 15 May 1944. On 21 March 1946, she was assigned to temporary duty with the 5th Naval District at Norfolk preparatory to her inactivation. *Alloway* was placed out of service at Little Creek, Va., on 19 August 1946. Her name was struck from the Navy list on 10 June 1947, and she was turned over to the Maritime Commission's War Shipping Administration for disposal.

Allthorn

Allthorn (YN-94) was laid down on 31 October 1943 at Slidell, La., by the Canulette Shipbuilding Co. On 20 January 1944 she was redesignated AN-70. She was launched on 27 May 1944, but, on 12 August 1944, her name was cancelled and her designation was changed to that of an auxiliary ocean tug. She became simply *ATA-216*.

Ally, *Western*, see *Western Ally*.

Almaack

A star in the constellation Andromeda.

I

(AK-27: dp. 8,600 (tl.); l. 473'1"; b. 66'0"; dr. 28'5"; s. 18.6 k.; cpl. 426; a. 1 5", 4 3", 8 .50-cal. mg.; cl. *Almaack*)

The steel-hulled, single-screw cargo vessel *Executor* was laid down on 14 March 1940, under a Maritime Commission contract (MC hull 104), at Quincy, Mass., by the Fore River yard of Bethlehem Steel Co.; launched on 21 September 1940; sponsored by Mrs. A. R. Winnett; and delivered to her owners, the American Export Lines, on 22 October 1940.

Executor—E. H. Nelson, master—cleared New York on 16 November 1940 on her maiden voyage, a non-stop cargo-carrying run to India via the Cape of Good Hope, and eventually unloaded 7,101 tons of cargo at the ports of Bombay; Karachi, Pakistan; Colombo, Ceylon, and Calcutta, India, before commencing her return voyage on 15 January 1941, bound for Boston via Trinidad. *Executor* carried out one more cargo-carrying voyage to India, before she returned to the United States.

Acquired by the Navy on 3 June 1941 for conversion to a cargo ship, *Executor* was renamed *Almaack* and classified as AK-27. Converted at the Tietjen and Lang Dry Dock Co., Hoboken, N.J., *Almaack* was commissioned at the Army Transport Service Base, Brooklyn, on 15 June 1941, Comdr. Thomas R. Cooley in command.

Almaack—with a cargo of heavy roadbuilding equipment and coal—cleared New York in convoy on 27 July 1941, bound for Iceland. Screened by a battleship, three heavy cruisers, and seven destroyers, the convoy included *Almaack*, a transport, a storeship and an oiler, and the aircraft carrier *Wasp* (CV-7)—the latter with planes of the 33d Pursuit Squadron (Curtiss P-40s) on board, earmarked for the defense of the base in Iceland. The convoy reached Reykjavik on 6 August, with *Wasp* launching the planes without incident. *Almaack* discharged her cargo at Reykjavik over the ensuing days, and departed that port on 12 August.

After loading at New York, *Almaack* proceeded to Trinidad, arriving there, via San Juan, Puerto Rico, on 20 September 1941. Returning thence to New York, the cargo ship sailed independently for Halifax, Nova Scotia, there joining convoy HX 154 for her second run to Iceland. On 13 November 1941, *Almaack*, together with the storeship *Tarazed* (AF-13), an Iceland-registry freighter, and five American destroyers, cleared Iceland for a rendezvous with west-bound convoy ON 35 south of Iceland.



Almaack (AKA-10), fresh from her refit at Norfolk Navy Yard, stands down the Elizabeth River, 15 October 1943. (19-N-55023)

Within 24 hours of sailing, one of the escorts, *Eberle* (DD-430), picked up a definite sound contact and attacked, dropping depth charges. Over the next 36 hours, the ships marched and counter-marched through rough seas, awaiting the tardy convoy which ultimately arrived on the morning of 15 November.

As Comdr. Cooley later reported, *Almaack*, "being light and big, was unable to maintain position in the convoy at speeds less than 7.5 knots." The heavy weather wrought havoc on the abilities of the ships to stay in formation, and *Almaack* found herself on her own on three occasions, each time managing to rejoin the convoy. Upon rejoining for the third time, Comdr. Cooley informed the escort commander "what speed he would make and what positions he would pass through if separated again." When this came to pass, and the cargo ship was again on her own, *Almaack* proceeded independently to New York without incident. Reflecting back on the voyage, on 6 December 1941, *Almaack's* commanding officer opined that his ship would have been far safer "steaming alone . . . than in any convoy that does not maintain a speed of at least 10 knots." He also used that occasion to press for his ship to be armed with at least two 4-inch or 5-inch guns. In endorsing Comdr. Cooley's report on 19 December, Admiral Ernest J. King, Commander in Chief, United States Atlantic Fleet, agreed to recommend independent routing for fast cargo ships such as *Almaack* unless "available information indicates undue danger from submarine concentration . . ."

Almaack then proceeded to Norfolk, where she underwent an overhaul at the Norfolk Navy Yard. During this refit, she was armed with a 5-inch gun, four 3-inch guns and eight .50-caliber machine guns. She also received a new paint job, Measure 12 (mod.) designed to alter her silhouette. She then loaded cargo, and sailed for Bermuda, returning thence to New York.

Loaded with a cargo of heavy construction equipment, *Almaack* sailed from New York on 19 January 1942, as an element of Convoy AT 12: 13 ships carrying 14,688 men—of this number 8,493 were Army troops being transported to Belfast, Ireland, and 1,153 were sailors to man the new naval operating

base being established at Londonderry. Other transports in the host were to take Army troops to Iceland to relieve the marines that had been there since July 1941. *Almaack* then returned to the United States in ballast, and, after again loading at New York, sailed for the Pacific on 9 April 1942.

Transiting the Panama Canal for the first time on 19 April 1942, *Almaack* sailed for the Tonga, or Friendly Islands, arriving at Tongatabu on 8 May. Discharging cargo there, the ship then sailed for the west coast of the United States, arriving ultimately at San Diego on 5 June. Assigned to Transport Division 2 with Amphibious Forces, Pacific Fleet, *Almaack* underwent repairs and alterations at the Craig Shipbuilding Co. at Long Beach, before she returned to San Diego on 15 July for landing exercises off the southern California coast.

Returning to the east coast of the United States and arriving at Norfolk on 12 September, *Almaack* underwent further alterations and repairs before proceeding to New York to load cargo. She sailed on 26 September for Scotland in TF 38. There, at Loch Fyne, the cargo ship participated in training for the invasion of North Africa until 21 October. Five days later, *Almaack* sailed for her first amphibious operation.

The voyage toward the coast of North Africa proved uneventful until 7 November 1942. *Almaack*—in column 01 of convoy KMFA1—went to general quarters at 0515, and soon thereafter heard an aircraft close by, on her port hand. At 0538, her watch noted the torpedoing of the nearby transport *Thomas Stone* (AP-59). Ultimately, at 1800 the section of KMFA1 to which *Almaack* had been attached was directed to proceed to the waters off Algiers. As she stood toward the coast, she observed navigation lights—still burning but with reduced visibility—at Cape Matifu and Cape Caxine.

Reaching her release position at 2200, *Almaack* commenced lowering boats at that time, and completed the evolution in a little over an hour, at 2307. At 0145 on Sunday, 8 November 1942, the ship's boats began making their way shoreward, from about eight miles off the beachhead. At 0208, all ships in "Charlie" sector stood shoreward to a position two miles off "Charlie-Red"

beach, where they would ultimately anchor several hours later. In the interim, *Almaack*'s first boat returned from the beach at 0304, shortly before the ship reached her position.

About 0346, *Almaack* observed gunfire starting in the vicinity of the city of Algiers; action continued intermittently until dawn. Anchoring off Beach Red at 0904, *Almaack* ceased cargo operations at 1015, "evidently because of excessive congestion of boats" at beach Charlie Red Two. Within the hour, however, the ship resumed unloading, but only vehicles and guns, as directed. As she did so, she observed three German Junkers Ju. 88 bombers pass overhead at 10,000 feet—evidently looking for bigger game or possessing empty racks, since they dropped no bombs.

Working to get high priority vehicles and anti-aircraft guns unloaded, *Almaack* soon found the wind and sea making operations difficult. A strong breeze from the northeast rendered the operation of small boats hazardous by 1400, but the unloading continued in the face of mounting difficulties. By 1645, however, after the ship had managed to put ashore some 52 vehicles and guns during the day, "loading became impossible" in the teeth of a fresh to strong breeze and a rough sea.

Almaack sighted three more Ju. 88s at 10,000 feet shortly after sunset, and went to general quarters, opening fire with her anti-aircraft battery soon thereafter as the three Junkers' dive-bombed the nearby *Samuel Chase*. Following the dive bombers, other enemy planes, identified as Heinkel He. 111s, attacked the disposition in the twilight, varying their manner of attack with shallow dives and low-level horizontal attacks from all directions, cleverly utilizing a land background to cover their approach.

Almaack's lookouts noted bombs or torpedoes dead ahead and on the starboard bow, and witnessed the torpedoing of *Leedstown* (AP-73) around 1715. *Almaack* ceased fire at 1735, and stood down from general quarters at 1801. At 2020, the ship secured her cargo-handling details because of the wind and sea conditions, with six of her boats secured to the stern—a condition that soon changed with worsening weather; two boats swamped, and the remainder were sent ashore. All night the wind continued to blow, and *Almaack*'s coxswains put their landing craft on the beach.

The following day saw more attacks from German aircraft; *Almaack* went to general quarters twice before dawn, once during the mid watch, once during the morning watch. She went to general quarters again five more times before the day ended: once during the forenoon watch, thrice during the afternoon watch, and once during the first dog watch. She seemed to bear a charmed life; while her guns were busy adding to the general curtain of fire to repel the attacks of German planes (principally Ju. 88s), ships nearby came under attack. Bombs apparently aimed at *Almaack* struck a British anti-aircraft cruiser some 300 yards astern. Underway late that afternoon, standing toward the port of Algiers, *Almaack* eventually anchored at 1721; the last attack for the day ended some 40 minutes later, with nightfall.

Underway at 0530 on 10 November, the cargo ship stood in to Algiers harbor and secured to a berth at the Mole Louis Billiard shortly before the commencement of the forenoon watch. Completing cargo operations early the following afternoon (11 November), *Almaack* cleared the mole and anchored in Algiers Bay, having completed her part in Operation "Torch."

On 12 November, *Almaack* departed Algiers, and soon thereafter rendezvoused with the nine transports and five escort vessels of Convoy MKF1(y) at Gibraltar. Bound for the British Isles on the morning of 15 November, *Almaack*, shortly before 0315, noticed escort vessels on her port beam firing machine guns; almost simultaneously the convoy commodore called for an immediate right turn.

Almaack had just completed the turn and steadied on her new course when she was struck by a torpedo fired from U-155. Kapitänleutnant Adolf Piening's marksmanship proved deadly. About the same time, torpedoes from his U-boat struck the freighter *Ettrick* (she later sank at 0836 that morning) and the escort carrier *Avenger* (D.14); the latter blew up, taking with her almost all of her complement.

Almaack went to general quarters; a quick investigation of the damage revealed the engine and fire rooms, as well as hold number five and the shaft alley, flooded. Fortunately, the strength of the bulkheads contained the flooding and the ship remained afloat, although in a dangerous state. Four men died, and four more were badly burned in the explosion in the engine room.

Daybreak revealed HMS *Glaisdale* (L.44), an escort vessel,

standing by the sinking *Ettrick*, picking up survivors. *Almaack* arranged for *Glaisdale* to take on board some of her men, and transferred 8 officers and 185 men to the escort ship; 12 officers and 112 men remained on board to handle the ship and man the guns. HMS *Brilliant* arrived at 1540 to provide antisubmarine protection, and at 1340 the following day a British tug, *Jaunty*, accompanied by two trawlers, arrived to take the damaged cargo ship—at that point some eight miles from the coast of Portugal—in tow, ultimately arriving at Gibraltar at 2300 on 17 November 1942.

Drydocked on 3 December at Gibraltar, *Almaack* was then placed on a waiting list for temporary repairs to enable her to return to the United States. While she lay in limbo at the British Crown Colony, she was reclassified to an attack cargo ship, AKA-10, on 31 January 1943.

Placed in drydock again on 3 March 1943, *Almaack* remained there until the last day of March; towed thence to Casablanca, French Morocco, the cargo ship began her long voyage home, astern of the fleet tug *Arapaho* (ATF-68), on 3 May.

Over the next several months, *Almaack* underwent repairs and alterations at Norfolk Navy Yard; during this time she was repainted overall Measure 11, Sea Blue, and received new masts to handle the brood of landing craft assigned the ship. She also received new men; among them Ens. Wilmer H. Cressman, USNR, the father of one of the principal writers of this *Dictionary* volume.

Following trials, *Almaack* shifted down the east coast to Jacksonville, Fla., where she loaded a cargo of Florida orange juice. She steamed to the west coast, discharging her cargo at San Pedro, and then proceeded to San Diego, whence she conducted amphibious training exercises, chiefly at Oceanside and Coronado, into January 1944.

Almaack sailed from San Diego on the morning of 13 January 1944, bound for Lahaina Roads, off the island of Maui. From there, she sailed for the Marshall Islands, and the first of her six amphibious operations of the Pacific war, departing Lahaina—the final staging area for Operation "Flintlock"—on the afternoon of 22 January, with elements of the 4th Marine Division embarked. Sailing as part of Task Force (TF) 53, *Almaack* reached the transport area for the initial assault on "Jacob" and "Ivan"—islands in Kwajalein Atoll—at 0500 on 31 January. That evening, *Almaack* hoisted out her boats and discharged cargoes of ammunition in response to a request for three units of fire to "Ivan".

Using her engines constantly to maintain position in the transport area against the two-knot northeasterly current and the northeast trade winds, *Almaack* provided LCMs to unload artillery from attack transports and LCVPs to unload men early on 1 February, and upon anchoring later that day received the services of two tank landing craft (LCT) to expedite unloading her own cargo. This unloading slowed down on the 2d, but picked up again on the 3d, the ship being aided in her cargo discharging by boats from *William P. Biddle* (APA-8), *Warren* (APA-53) and *Sumter* (APA-52). Ultimately, by 1330 on D + 4 (4 February), *Almaack* had completed her unloading.

Two days later, on 6 February, having loaded 22 LVTs of the 4th Tractor Battalion, USMC, and embarked their crews, *Almaack* sailed for Funafuti, in the Ellice Islands, in convoy with an amphibious command ship, three dock landing ships, a transport and a cargo ship, screened by four destroyers; she arrived at her destination on 10 February. From there, she sailed to Guadalcanal, in the Solomons, again in convoy, and reached her destination on the afternoon of 13 February. There the ship unloaded the marine amphibious tractors brought down from Kwajalein, and disembarked their crews.

Proceeding thence to Noumea, New Caledonia, for liberty, as well as firing and landing exercises, *Almaack* returned to Guadalcanal (Tulagi), and then to Funafuti, before she pushed on for Canton Island, and a stopover there to load "worn-out equipment" en route back to Hawaii.

Arriving at Honolulu on 10 April 1944, *Almaack* unloaded the cargo she had brought from Canton and then moved up to Pearl Harbor, where she underwent repairs and alterations and loaded 300 tons of 6-inch cruiser ammunition. She departed "Pearl" on 1 May for Maui, arriving later the same day, and there loaded combat equipment for elements of the 4th Marine Division earmarked for the invasion of Saipan, in the Marianas.

Proceeding back to Pearl Harbor after loading, *Almaack* then sailed for Lahaina, where she and the other ships slated to take

part in the next major amphibious operation conducted rehearsals for it. Returning thence to Honolulu on the morning of 20 May, the ship remained there until the 29th, when she sailed as part of TG 52.15 for the Marshalls, the staging area for the Marianas.

Almaack arrived in the transport area off Saipan at 0535 on D-day, 15 June 1944, and had all of her tank lighters in the water in 19 minutes; expeditiously loading the eight M-4 "Sherman" tanks into her seven lighters and one provided by *Sumter*, the LCM-3s were on their way shoreward by 0711. During the day, an enemy shell (a mortar shell from Saipan or an artillery shell from Tinian), struck *Almaack*'s number three LCM-3, killing one man outright—Seaman 2d Class Bernard V. Camerlinck, Jr., USNR—and wounding three other men, as well as three marines of the tank crew. Although nearly demolished, the LCM-3 put its cargo ashore safely. *Almaack* retired seaward that night, returning the next day to commence working her cargo, but limited beach space for unloading and the danger of enemy air attacks resulted in the ship's retiring until 21 June (D+6), when she could resume the unloading task.

Ultimately, the task aided immeasurably by the embarked two platoons of the Army's 311th Port Company, *Almaack* completed working her cargo by the 24th, unloading the ship in 79 hours. She then sailed to Eniwetok, and thence to Honolulu, independently, arriving there on 5 July 1944. Taking on board combat equipment of the Army's 77th Division (designated as the reserve for the assault on Guam) the attack cargo ship cleared Honolulu on 9 July for Eniwetok, arriving there on the 17th. There becoming a unit of TG 53.19, *Almaack* sailed for Guam, arriving on the morning of 22 July, W+1 day. She landed neither troops nor cargo the first day, retiring to seaward early that evening.

For six days, from W+2 to W+8, *Almaack* supported the invasion of Guam; the first three days she retired at night after conducting unloading operations during the day, returning the following morning to the transport area to resume working her cargo. On the 14th, the attack cargo ship fueled the fast minesweeper *Zane* (DMS-14). The wind blew the two ships toward the fire support area where shells from the nearby battleship *Pennsylvania* (BB-38) whistled overhead. Finally, after anchoring in a berth off the invasion beaches of W+5 (27 July), *Almaack* commenced working her cargo again, aided immeasurably by two tank landing ships and a tank landing craft assigned to her for that purpose, *LST-731*, *LCT-962* and *LST-986*. After debarking 16 Army officers and 306 soldiers on 29 July, *Almaack* sailed for Eniwetok in company with the attack transport *Monrovia* (APA-31). She proceeded thence to Pearl Harbor, arriving there on 23 August. The next day, she entered drydock to have her hull sand-blasted and painted.

Following that repair period at Pearl, *Almaack* loaded troops, equipment, and supplies of the Army's 96th Infantry Division, slated to take part in the planned invasion of the island of Yap, in the Carolines. After expeditiously completing the cargo loading and embarkation, the attack cargo ship sailed on 1 September for Maui, and from 2 to 6 September conducted exercises there until returning to Pearl Harbor on the 7th to complete preparations for her next operation. On 15 September, *Almaack* departed Hawaiian waters for the staging point, Eniwetok. One day out, however, the ship received a message indicating the planned invasion of Yap had been cancelled; a later message gave the ultimate destination as the island of Leyte, in the Philippines.

Reaching Eniwetok on 25 September for replenishment, *Almaack* took on fuel and supplies there and pushed on for Manus, in the Admiralties, reaching that place—the staging area for the assault on Leyte—on 3 October. Now assigned to the 7th Fleet for the Leyte operation, *Almaack* remained at Seeadler Harbor, Manus, from 3 to 13 October, provisioning, fueling, and exercising troops. On the latter date, the ship transferred three wave guide officers, 21 men and six LCVPs to various tank landing ships for the operation, receiving in their place six boat officers, 36 men and six LCSs, for transportation to Leyte.

Almaack entered Surigao Strait, en route to Leyte Gulf, early on the morning of 20 October 1944, going to general quarters soon thereafter, anchoring in transport area number two, five miles east of San Jose, Leyte, at 0841, having hoisted out her embarked landing craft.

Soon after she anchored, *Almaack*—assigned the task of unloading 13 light tanks in the seventh wave of Orange Beach 2—commenced working her priority cargo, sending her first wave toward the line of departure at 0940 and the second, five minutes

later, having unloaded her baker's dozen tanks into her own LCMs, augmented by six from four other amphibious ships. An hour later, the ship commenced unloading cargo. Late that morning, the ship's no. 13 LCVP took a direct hit, damaging it beyond repair and wounding one man. Later that afternoon, *Almaack* got underway for transport area number three, and went to general quarters within a half hour of her getting underway; en route she witnessed the torpedoing of the light cruiser *Honolulu* (CL-48).

Over the next two days, frequently blanketed by an almost impenetrable smoke screen to shield the ship from Japanese air attacks, *Almaack* worked her cargo. On 21 October, *Almaack* thrice went to general quarters in the course of the day, and fueled two ships, the fast transport *Sands* (APD-13) and the fast minesweeper *Hamilton* (DMS-18), in addition to continuing her unloading cargo. On the day following, A+2, she again conducted cargo operations, and provided fuel and stores to the landing craft, *LCI-472*, in addition to disembarking the last of her embarked troops. All boats on board by 1753 on 22 October, *Almaack* sailed for Hollandia, Dutch New Guinea.

Her performance at Leyte earned her favorable comments: Rear Admiral Forrest B. Royal, commanding Group 6 of the Pacific Fleet Amphibious Forces, called *Almaack*'s performance of duty "excellent" and her unloading carried out in "an outstanding manner." Commander, 3d Amphibious Force, Vice Admiral Theodore S. Wilkinson, considered *Almaack*'s unloading an overall average of 72 tons of cargo per hour, and maintaining an average of 105 tons per hour for one nine-hour stretch, as "outstanding and in close accord with estimates made during planning."

Arriving at Hollandia on 27 October, *Almaack* departed that place on 2 November, being routed to Morotai and arriving there after daylight on the 5th. She commenced loading cargo—163 vehicles, 169 drums of gasoline, and equipment of the Army's 11th Corps Headquarters units and of the Army Air Force's 310th Bombardment Wing. Japanese air raids, executed in nearly clockwork fashion, made the ship's stay at Morotai memorable. *Almaack* went to general quarters 13 times as a result of enemy aircraft in the vicinity. On one occasion, *Almaack* contributed eight rounds of 5-inch and four of 3-inch to a barrage. Also during her stay at Morotai, she also fueled six destroyers.

The attack cargo ship sailed on her second trip to Leyte on 10 November, and proceeded in company with two transport divisions, the 8th and 24th. One day out of their destination, the transports were attacked by Japanese torpedo planes ("Jills"), one of which closed to visual range of *Almaack*.

This "Jill" launched her torpedo at *Catskill* (LSV-1), the last ship in the left flank column and directly astern of *Almaack*. The latter's 3-inch and 5-inch batteries took the Japanese plane under fire at 2,500 yards; her 20-millimeter guns opened up at 800. *Almaack*'s automatic weapons scored hits on the right wing and tail of the "Jill"; shedding parts, the enemy aircraft went out of control about 100 yards from *Catskill*, passed slightly astern of her, and then plunged into the sea, leaving no survivors. In the meantime, *Catskill* maneuvered and evaded the torpedo. *Almaack* suffered three men very slightly wounded during the brief engagement, nicked by fragments of "friendly" 20-millimeter projectiles which hit a ship's guy wire.

Entering Surigao Strait at 0036 on 14 November, *Almaack* went to general quarters at 0600 and entered the transport area a little under an hour later, sending her seven LCMs to assist the other ships in the group to complete their unloading by nightfall. Four LCTs and one LSM carried *Almaack*'s cargo, and in return the attack cargo ship provided provisions, clothing and small stores to these and an LCT that had been unsuccessful in securing provisions from the ships for which she had worked. Having completed her unloading by 0900 on the following day, *Almaack* returned to Hollandia, arriving on the 19th.

Underway again on the 26th, the attack cargo ship sailed for the Solomons, and reached Empress Augusta Bay on 30 November, commencing loading cargo—vehicles, ammunition, petroleum products, engineering supplies and signal equipment—immediately. She completed the task by 4 December.

Almaack, assigned to TG 79.1 and carrying elements and equipment of the Army's 37th Infantry Division, cleared Empress Augusta Bay for Lae, New Guinea, where the ship participated in landing exercises. Back at Manus, in the Admiralties, on 21 December, *Almaack* spent Christmas there. Then, on the last day of 1944, the attack cargo ship stood out of Seeadler

Harbor for her third trip to the Philippines; this time, "Mack" was bound for Lingayen Gulf.

On S-3 day (6 January 1945), the convoy to which *Almaack* was attached, steaming through the Mindanao Sea, encountered its first enemy aircraft, a Japanese reconnaissance plane which was being hotly pursued by four "Corsairs." The "Corsairs" splashed the enemy about 2,500 yards off *Almaack's* port beam. *Almaack* had a close call as the convoy neared its objective on S-1 day (8 January), when two "Betties" (Mitsubishi G4M Type 1 land attack plane) made a glide-bombing run on the ship, straddling her with three bombs released at 5,000 feet. The enemy ordnance missed by 50 yards, and inflicted no damage.

The air action intensified as *Almaack* stood up the coast of Luzon; at 1818, she saw combat air patrol (CAP) planes knock down four "Vals" (Aichi D3A Type 99 carrier dive bombers). Later that afternoon, after the ship had gone to general quarters for the second time that day, *Almaack* witnessed a Japanese suicide plane making a dive on an escort carrier (CVE) eight miles off the cargo ship's port bow. The ship under attack proved to be *Kitkun Bay* (CVE-71), which was crashed by an "Oscar" (Nakajima Ki. 43 fighter) at 1857.

Minutes later, another suicider appeared; *Almaack* opened fire with all port guns as the enemy plane—identified as either a "Judy" (Yokosuka D4Y carrier attack plane) or "Val"—seemed bent on crashing the next ship astern in the formation. Gunfire from the ships, however, splashed the kamikaze 1,500 yards off the port bow.

On S-day, 9 January 1945, *Almaack* went to general quarters twice during the 0400-0800 watch before executing her deployment for the approach disposition and hoisting her boats to the rail. Lowering her landing craft within a half-hour, *Almaack* anchored in transport area "C", Lingayen Gulf, and at 0745 sighted three Japanese planes in the vicinity, one of which crashed the nearby light cruiser *Columbia* (CL-56). Before the day was over, *Almaack's* men would see two more victims of the relentless Japanese aerial attacks, the battleship *Mississippi* (BB-41) and the Australian heavy cruiser HMAS *Australia*, both crashed by Japanese suiciders.

In the meantime, *Almaack* commenced working her cargo at 0825 after she had opened her hatches and sent boats allocated to other ships for the assault phase. She commenced her initial unloading of equipment from the Army's 148th Regimental Combat Team (RCT) at 0825, shortly after her beach party shoved off to take up its position ashore. Shifting to transport area "M" two hours later to continue to work cargo, *LCT-1070* came alongside to assist the ship in the cargo-handling evolution. She continued working cargo for the remainder of the day, going to general quarters twice more before the day was out.

Early the following day, *Almaack* took *Barton* (DD-722) alongside at 0210 and commenced fueling her at 0225, before she logged in evidence of further Japanese activity to attempt to disrupt the landings: *LST-925* reported being attacked by an enemy torpedo boat; *Robinson* (DD-562) was attacked by the same type of craft, and the transport *Warhawk* (AP-168) suffered damage from a Japanese suicide motor boat. Soon after these occurrences, at 0457, *Almaack* extinguished lights in her cargo holds and ceased cargo operations and boat movements. *Barton* cast off at 0640, a half-hour after she completed fueling.

For the remainder of S+1, *Almaack* worked her cargo, unloading it to a barge and *LCT-719*, before she took on board her boats at 1635 preparatory to retiring from the area, getting underway for an anchorage off San Fabian. Her orders were changed, however, and she put back into Transport Area "M", where she had been before. Later, she resumed cargo operations in her number one hold, while a picket boat watch, as well as armed deck sentries, kept a lookout for potential Japanese suicide swimmers.

The following day, *Almaack* continued unloading cargo, and, when the occasion demanded, supplied fresh water and provisions to *LCI-1020*, supplies and water to *LCI-451*, her stream anchor to *LSM-137* to replace the one the landing ship had lost; provided gasoline and stores to *LCI-567*. She transferred cargo to *LSM-31* during the course of the afternoon. The next day, S+3, *Almaack* provided fresh water to the motor minesweeper *YMS-319*; water and supplies to *LCI-975*, and *LCI-373*; water to *LCI-751*; gas and fog oil to *LCI-567*; stores and gas to *LCI-462*.

Having completed unloading the last of her six holds at 1441 on S+3 day, *Almaack* hoisted on board her boats and stood out of Lingayen Gulf at 1710, her part in the invasion completed. The

first morning out, the convoy was attacked by suicide planes; one crashed the lead ship, the attack transport *Zeilin* (APA-3).

From 15 to 19 January 1945, *Almaack* lay anchored in Leyte Gulf, before she pushed on for the Western Carolines, reaching Ulithi on 23 January. She remained there until 6 February, when she sailed for Guam to load elements of the 3d Marine Division, in preparation for what would prove to be the last amphibious operation for *Almaack* in the war—the assault on Iwo Jima.

Arriving at Guam on 8 February, *Almaack* commenced loading troops and cargo of the 3d Engineer Battalion, 3d Pioneer Battalion, and a replacement company, as well as vehicles, ammunition, petroleum products, rations, and water that same afternoon, bringing the operation to a completion on the following morning. She sailed for Iwo Jima on the morning of 17 February.

Almaack arrived in the maneuvering area 125 miles southeast of Iwo Jima at 2200, 19 February, and, in company with the other ships in the task group, awaited orders. Sent in to the transport areas, the ship arrived off Iwo on 22 February, but did not unload any cargo that day or the next. Each evening during those days, the ship would retire to seaward. Due to the congested beaches, *Almaack's* loading was delayed until the 24th; that morning the ship put all of her boats in the water to dispatch to attack transports to disembark assault troops.

Almaack unloaded her cargo "on call" as the situation ashore demanded it, from 24 February 1945 to 3 March. On 1 March, the ship took on board shell cases from cruisers and destroyers. She put her last priority cargo item, one vehicle, on board *LSM-238* late on the 3d. The attack cargo ship remained in the transport area during the night of 3 March, and retired the following night, arriving back in the transport area on the morning of the 5th. She unloaded all of the remaining vehicles and "B" rations and took on board more shell cases from cruisers and destroyers on the 6th before departing that same day (6 March) for Guam.

Almaack reached Garapan anchorage, Saipan, on the morning of 9 March, and there debarked casualties brought from Iwo; she pushed on for Apra Harbor, Guam, on the late afternoon of the following day, and reached her destination on the morning of 11 March to unload marine supplies not required at Iwo Jima. Sailing thence the following morning for the Solomons, *Almaack* reached Tulagi on the afternoon of the 18th, where she picked up new landing boats. Proceeding thence to Noumea, the attack cargo ship arrived there on the 23d for liberty, repairs, and to embark elements of the Army's 81st Infantry Division.

Shifted from a combat load to a regular cargo load, *Almaack* sailed for the Admiralties on the morning of 3 May, and thence to the Philippines, reaching Leyte on the 16th. There the 81st Infantry Division units went ashore, and after ten days in the Philippines, *Almaack* sailed for Pearl Harbor on the morning of 26 May. Stopping at Pearl only briefly, the attack cargo ship sailed for San Francisco on the afternoon of 7 June, arriving on the 13th.

Following repairs and alterations at the AmShip Co., of Alameda, Calif., *Almaack* took on supplies at the naval supply depot, completing loading on 21 August—one week after Japan accepted the terms of the Potsdam Declaration and agreed to surrender. Receiving word cancelling all blackout restrictions on 6 September while en route to the Philippines, *Almaack* reached Samar on 10 September. After discharging a small portion of her cargo there, she sailed to Subic Bay, arriving on the 26th. From the the Philippines she sailed thence to Japan, reaching Nagoya on 28 October to embark men of the Army's 11th Replacement Depot, and sailed for Portland, Oreg., on 14 November.

Discharging her passengers there on the 24th, *Almaack* shifted down the coast to Albany, Calif., where she loaded a cargo of petroleum products; she sailed for China on 18 December 1945, and arrived at the North Chinese port of Tientsin on 21 January 1946. She sailed from there on 30 January with Army and Navy passengers embarked, ultimately arriving at Seattle.

Ordered to New York to report to the Commandant, 3d Naval District, for disposition, *Almaack* reported on 10 May 1946, and was decommissioned at Brooklyn on 23 May 1946. Regarded as not essential to the defense of the United States, *Almaack* was struck from the Naval Vessel Register on 15 August 1946, removed from naval custody on 12 September 1946, and transferred to the War Shipping Administration.

Almaack was awarded six battle stars for her World War II service.

FS-283 was acquired from the Army on 12 December 1951 and renamed *Almaack* (AKL-39). That same day, she was loaned to the Republic of Korea. The ship served the Koreans until early in 1960 when she was returned to the Navy. Her name was struck from the Navy list on 1 February 1960, and she was sold to Hong Kong Rolling Mills, Ltd., in June 1960 for scrapping.

Almandite

A deep red variety of the garnet, a semiprecious stone.

(PY-24: dp. 705; l. 185'4"; b. 27'; dr. 10'4"; s. 12 k.; cpl. 75; a. 1 3", 4 .50-cal. mg., 2 dct.)

Happy Days—a yacht built in 1927 at Kiel, Germany, by the Krupp Iron Works—was purchased by the Navy on 27 January 1942 from Ira C. Copely; converted at Long Beach, Calif. by the Craig Shipbuilding Company for naval service as a patrol vessel; renamed *Almandite* on 9 January 1942 and simultaneously designated PY-24; and placed in commission at San Francisco, Calif., on 25 April 1942, Lt. (jg.) A. J. Hopkins in command.

Almandite got underway for San Diego, Calif., on 28 April and left the west coast on 6 May, bound for Hawaii. She reached Pearl Harbor on 17 May and reported to the Hawaiian Sea Frontier for duty. The converted yacht patrolled the harbor entrance and escorted other ships on runs to other Hawaiian islands, Palmyra Island, and Johnston Island. She also served as a weather station in waters in the Hawaiian area.

The vessel operated in, and out of, Pearl Harbor for the duration of her naval career. On 2 November 1945, she got underway for San Francisco, Calif., and reached that port on 12 November. The ship was turned over to the Maritime Commission on 5 December 1945. *Almandite* was decommissioned at San Francisco on 22 January 1946, and her name was struck from the Navy list on 25 February 1946.

Almond

The name *Almond* was assigned to the net-laying ship, YN-58, laid down on 30 November 1942 at Everett, Wash., by the Everett-Pacific Co. However, the ship was renamed *Bitterbush* (q.v.) on 3 April 1943, a little over two months prior to launch.

Alnaba

A word in the Navajo Indian language meaning "wars passed each other" or "wars raged in two places and in opposite directions." The term probably refers to the modern concept of a two-front war.

(YTB-494: dp. 240; l. 100'0"; b. 25'0"; dr. 10'0"; s. 11 k.; cl. *Pessacus*)

Alnaba (YTB-494) was laid down on 25 September 1944 at Brooklyn, N. Y., by Ira S. Bushey & Sons; launched on 11 December 1944; delivered to the Navy on 14 May 1945; and was placed in reserve at Orange, Tex. The large harbor tug remained inactive until July of 1952 when she was placed in service in the 6th Naval District based at Charleston, S.C. She spent the next 14 years operating in the 6th Naval District. In February of 1962, *Alnaba* was reclassified a medium harbor tug and redesignated YTM-494. Sometime in 1966, she was reassigned to the 10th Naval District; based at San Juan, Puerto Rico; and served there for the remainder of her naval career. That service ended in 1972. Sources differ over the date her name was struck from the Navy list. One source indicates that it was struck on 1 January 1972 while another suggests sometime in July 1972. In any event, she was sold on 14 July 1972 to T.N.T. Marine Service, Inc., of San Juan.

Almax II

(MB: t. 22 (gross) l. 56'9"; b. 11'11"; dr. 3'6" (aft); s. 11¼ mph; cpl. 8; a. 2 1-pdrs., 2 mg.)

Almax II (SP-268)—a motorboat constructed in 1912 at Salisbury, Md., by the Salisbury Marine Construction Co.—was acquired by the Navy on 18 May 1917 from Mr. F. Mayer of Baltimore and commissioned on 18 May 1917.

Assigned to the section patrol, *Almax II* cruised the waters of the 5th Naval District through the end of World War I. She served with Squadron 2 and operated primarily between Newport News and Norfolk, Va. After the war, the boat continued to serve until 28 March 1919 when she was transferred to the Department of Commerce for use by the United States Coast & Geodetic Survey. *Almax II* was returned to Navy custody on 21 February 1920. She was sold on 14 July 1920; and, presumably, her name was struck from the Navy list at that time.

Alnitah

A star in the constellation Orion.

(AK-127: dp. 12,350; l. 441'6"; b. 56'11"; dr. 24'6"; s. 12.8 k.; cpl. 198; a. 1 5", 1 3", 8 20mm.; cl. *Crater*; T. EC2-S-CI)

John A. Logan was laid down under a Maritime Commission contract (MCE hull 451) on 12 October 1943 at Richmond, Calif., by Permanente Metals Corp.; launched on 14 January 1943; sponsored by Mrs. T. W. Ludington; acquired by the Navy on a bareboat basis on 7 October 1943; converted for naval service at San Pedro, Calif., by Los Angeles Shipbuilding Corp.; renamed *Alnitah* on 11 October 1943 and simultaneously designated AK-127; and placed in commission at San Pedro on 27 November 1943, Lt. Comdr. E. J. Youngjohns in command.

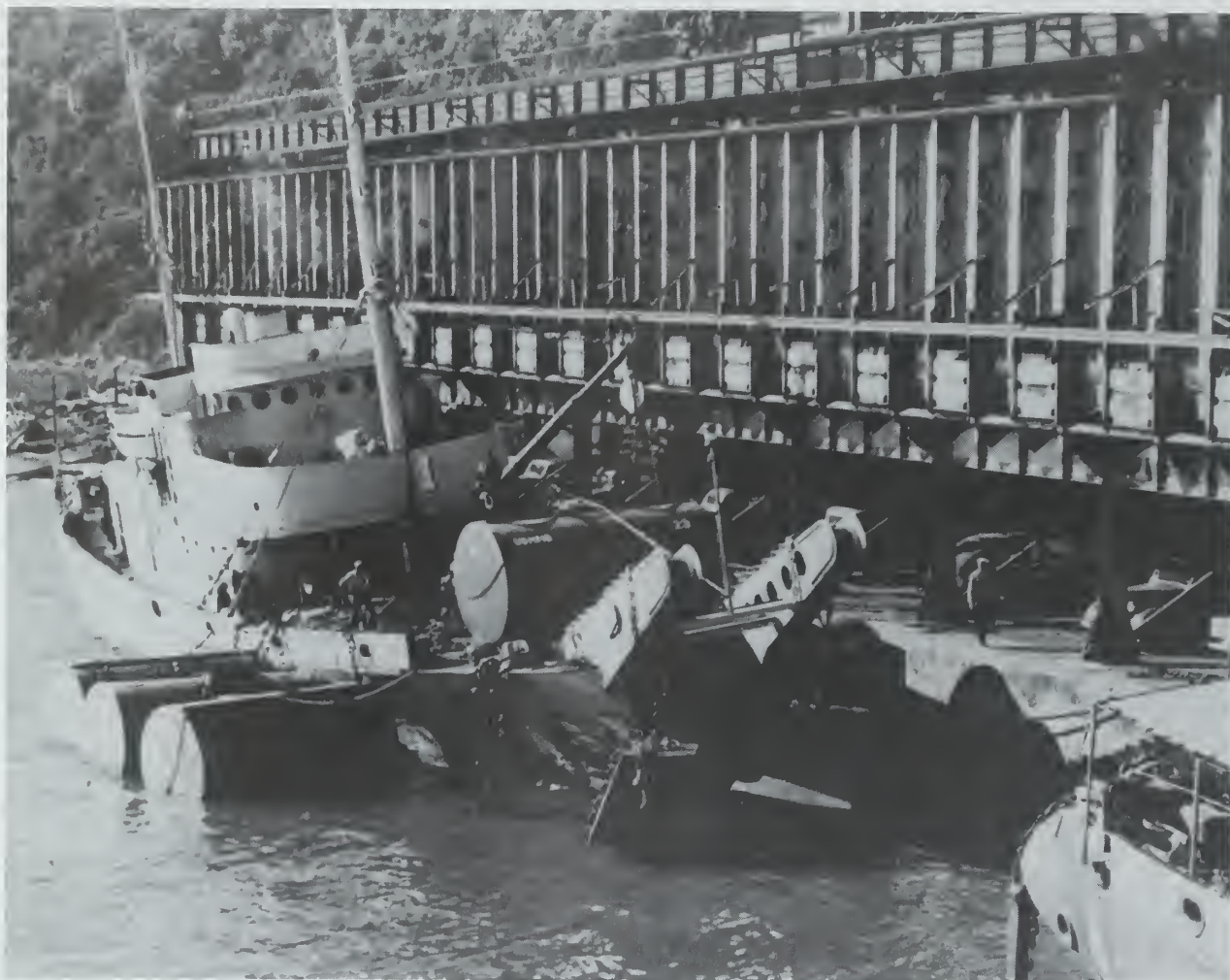
Following a brief period of shakedown training, the ship took on cargo and personnel at Port Hueneme, Calif., for transportation to the South Pacific. She departed the California coast on 12 December and reached Espiritu Santo on 3 January 1944. On that same day, *Alnitah* reported to Service Squadron 8 for duty as an interisland transport. Among her ports of call were Guadalcanal and Florida Island, Solomon Islands; Espiritu Santo, New Hebrides; Treasury Islands; Russell Islands; Fiji Islands; Auckland, New Zealand; Noumea, New Caledonia; Milne Bay, New Guinea; Ulithi, Caroline Islands; Tinian and Guam, Mariana Islands; and Okinawa.

Alnitah continued her routine of transporting cargo and personnel throughout the Pacific theatre of operations in to late July 1945. The ship departed Saipan on 28 July and shaped a course for the west coast of the United States. During her homeward voyage, Japan capitulated in mid-August ending World War II. After a two-day visit en route at Pearl Harbor, Hawaii, the cargo ship arrived at San Francisco, Calif., on 21 August and received voyage repairs before the vessel resumed action on 25 September. She was subsequently assigned to "Magic-Carpet" duty, which involved shuttling American military personnel from various points in the Pacific back home to the United States.

The cargo ship made a voyage from San Francisco to Roi, Kwajalein, and Majuro Atolls in October. She touched back at Pearl Harbor on 12 November before continuing on to San Diego, Calif. *Alnitah* debarked her passengers before getting underway on 29 November for Okinawa. The vessel arrived there on 22 December and discharged her cargo and passengers. She operated in the Okinawa area through 4 February 1946; then sailed for the Philippines. The ship reached Subic Bay on the 8th and there embarked troops for transportation to Japan. *Alnitah* left Philippine waters on 16 February and arrived at Yokosuka, Japan, on the 23d. Upon her arrival preparations were begun to deactivate the ship. She was decommissioned on 11 March 1946 and was transferred to the War Shipping Administration representative at Yokohama, Japan. Her name was struck from the Navy list on 28 March 1946.

Aloe

The fragrant wood of an East Indian tree.



Aloe (YN-1), at the net depot at Tiburon, California, 1941. Note that the ship is painted in the then-standard prewar No. 5 Navy gray, and carries her hull number (1) just forward of her foremast. (80-G-350013)

(YN-1: dp. 805; l. 163'2"; b. 30'6"; dr. 11'8"; s. 12.5 k.; cpl. 48; a. 1 3", 2 .50-cal. mg.; cl. *Aloe*)

Aloe (YN-1) was laid down on 14 October 1940 at Houghton, Wash., by the Lake Washington Shipyard; launched on 11 January 1941; and placed "in service" on 11 June 1941, Lt. (j.g.) Harry R. Shawk, USNR, in charge. Allocated to the 12th Naval District, the net tender operated in a non-commissioned status in the San Francisco area from the summer of 1941 to the winter of 1942, tending and laying the antisubmarine nets and booms protecting the waters of that important region.

Commissioned on 30 December 1942, Lt. Donald B. Howard, USNR, in command, *Aloe* departed San Francisco on 22 January 1943, bound for Pearl Harbor. Routed thence to New Caledonia, she reached Noumea on 18 March. Six days later, she got underway and proceeded via the New Hebrides, to the Solomons. The net tender spent the remainder of the war in the Pacific, laying and tending torpedo nets and buoys, and conducting various salvage and towing operations. She ranged from New Caledonia to Okinawa and included the Solomons, Marianas, Marshalls, and Palau in her itinerary. During this time, she was reclassified as a net layer, on 31 January 1944, her hull number becoming AN-6 on that date.

While perhaps pedestrian, *Aloe's* duties were, nevertheless, vital and certainly not without hazard, as was dramatically demonstrated soon after she arrived in the Solomons in the spring of 1943. On 7 April of that year, she lay moored to the Sturgis

Dock, Tulagi, when 67 "Vals" (Aichi D3A2 dive bombers), escorted by 110 "Zero" fighters—all but a very few of which had been drawn from the complements of four Japanese aircraft carriers—arrived to attack the shipping in the harbor there. The raid was a part of Admiral Yamamoto's Operation "I"—a series of massive air attacks aimed at American positions in the Solomons. Obviously interested in bigger game, the Japanese planes left *Aloe* alone, sinking a destroyer and an oiler and damaging a second oiler and cargo ship. Nevertheless, the net tender, with her solitary 3-inch gun and her four .50-caliber machine guns, contributed to the anti-aircraft barrage that helped to drive the attackers off, claiming one "Val" shot down, another "possibly" splashed, and a third "damaged."

A little over a year later, *Aloe* next encountered the enemy during Operation "Forager"—the occupation of the Marianas. While in Task Group (TG) 53.16 on 18 June 1944, the net-layer was cruising east of Guam when Japanese planes attacked at 1759. Utilizing local control and observing excellent fire discipline, *Aloe's* 20-millimeter and .50-caliber batteries scored hits on three enemy planes. Two of these Japanese aircraft crashed and the third departed the area in flames.

Her last action with enemy planes came on 28 May 1945, while she was anchored in Nakagusuku Wan, Okinawa, serving as part of Net and Buoy Unit 3 (Task Unit 32.8.3). During that morning, she took a suicider under fire with all her guns as the kamikaze made a dive on the anchorage.

War's end in August 1945, found *Aloe* still at Okinawa. While

her battle with the Japanese may have been over, there were still the "elements" with which to contend. On 9 October 1945, a typhoon swept across Okinawa. During the storm, *Snowbell* (AN-52) inflicted minor damage on *Aloe* when the former drifted down on her. *Snowbell*'s stern collided with *Aloe*'s starboard bow and ripped a hole below the main deck level five feet long.

Returning to the United States in the spring of 1946 via Saipan, Guam, the Marshalls, and Hawaii, *Aloe* commenced her preinactivation overhaul at Swan Island, Portland, Oreg., on 3 June 1946. Decommissioned on 3 August 1946 and placed in reserve on 26 September 1946, the net tender remained in the Columbia River Group, Pacific Reserve Fleet, through the 1950s. Her name was stricken on 9 October 1962. Laid up in the Maritime Administration berthing area at Olympia, Wash., the ship was sold on 14 May 1971 to I. D. Logan and was scrapped.

Aloe received three battle stars for her World War II service.

Aloha

An Hawaiian word that can be taken as either a greeting or a farewell.

(ScStr: t. 659 (gross); l. 218'0"; b. 35'0"; dr. 16'0"; s. 12 k.; cpl. 79; a. 2'3", 2 dc.)

Aloha—a steel-hulled, single-screw, bark-rigged steam yacht—was regarded by some as the "finest thing of her kind ever built." Designed by Tams, Lemoine, and Crane, naval architects, *Aloha* was built in 1910 at the Fore River Shipbuilding Company of Quincy, Mass., for the industrialist, railroad magnate, and inveterate yachtsman Arthur Curtiss James (1867–1941). The second ship of that name owned by "Commodore" James (the first being a brig-rigged yacht built in 1899), *Aloha*—manned by a comparatively large crew for a yacht, 39 people—was designed specifically for ocean cruising. James took his floating palace to England and Scotland on her maiden voyage in 1910; to Panama and Ireland in 1911; and to Egypt and the Near East during 1912 and 1913.

Apparently, the war clouds gathering over Europe precluded any cruises to that part of the world during 1914, and indeed in the years immediately following. Obviously, too, such a well-designed vessel could scarcely have escaped the notice of the United States Navy after this country joined the Allied and Associated Powers in April of 1917. James turned over his ship to the Navy under a free lease on 22 April 1917.

Aloha—assigned the identification number SP-317—was commissioned on 5 June 1917, Lt. Harry R. Swift, USNRF, in command. This unique vessel soon came to draw unique duty, as flagship for Rear Admiral Cameron McRae Winslow, Inspector of Naval Districts, East Coast.

Unfortunately, records of her movements during 1917 are not extant, but deck logs chronicling her movements from January 1918 to January 1919 do exist.

On the New Year's morning, while *Aloha* lay moored at the Norfolk Navy yard, Portsmouth, Va., a fire broke out in downtown Norfolk which quickly spread to engulf almost two city blocks. The city's civil authorities soon requested help from the Navy, which dispatched men from the naval base and ships nearby. *Aloha* contributed 12 men under a Chief Boatswain's Mate Whalton to the efforts that ultimately succeeded in bringing the stubborn blaze under control. The civil government, fearing "incendiaries," or German agents, suggested that naval guards were required as well. *Aloha* sent a detachment of 15 sailors under Ensign Hall, USNRF, the next morning as the Navy placed Norfolk briefly under martial law in the wake of the \$2,000,000 blaze. They remained ashore only a short time before returning to their ship shortly before noon on 2 January.

Aloha remained at Norfolk until 23 February, when she got underway with Admiral Winslow embarked. She reached Key West, Fla., five days later. Over the next few months, *Aloha* touched at ports along the lower eastern seaboard and on the Gulf Coast, ranging from Key West and Pensacola to Galveston and New Orleans. Admiral Winslow, usually accompanied by his aide, Ens. Ackert, USNRF, and Chief Yeoman Timmermann, conducted inspections of the Coastal Air Station and Naval Reserve Training Camp, Miami; the New Orleans Naval Station; the naval defenses of Tampa, Fla.; the naval station and shipyards at Jacksonville, Fla.; and the training camp at Charleston,

S.C., before staying at Charleston, S.C., from 15 April to 17 May 1918 while undergoing voyage repairs.

Aloha shifted to Hampton Roads on 20 May, where Admiral Winslow inspected the training camp at Hampton Roads Naval Base. Two days later, while she lay anchored in Hampton Roads, a lighthouse tender hailed the yacht and asked if *Aloha* could care for an aviator she had picked up "who had met (with an) accident." Fortunately, the pilot proved to be uninjured, so he was sent to the Naval Aviation Base by motor launch.

The yacht spent the remainder of the month in the Tidewater area before she sailed for points north. *Aloha* transferred Admiral Winslow to SP-549 on 1 June so he could inspect the Naval Base, Lewes, Del., but he returned on board that afternoon.

Aloha then coaled at the Philadelphia Navy Yard on 3 June before returning to Hampton Roads, via Lewes, on the 8th of that month. The yacht then cruised in the Hampton Roads, Chesapeake Bay area for the balance of June before heading north for New York, where, on 6 July 1918, Capt. H. D. Hinckley, USCG, relieved Lt. Swift as commanding officer.

Aloha spent much of the summer in waters off the northeastern seaboard, at Port Jefferson, New London, Conn.; Newport, R.I.; Machias and Boothbay, Maine; Portsmouth, N.H.; and Gloucester, Mass., before arriving at the Boston Navy Yard for a major refit on 27 August. During this period of repairs and alterations, which lasted through September and October, the ship received additional armament in the form of two 4-inch guns.

After departing the Boston Navy Yard on 5 November 1918, *Aloha* spent much of the ensuing passage to Shelburne, Nova Scotia, and sail and arrived at that port two days later. Returning to Boston on 10 November, the ship was lying moored there when the armistice, ending hostilities, was signed on the 11th.

The remainder of the ship's career was spent alternately at Newport, R.I.; and at New London and New Haven, in Conn.; before she arrived back at New York City on 14 December, shifting her berth to a point off Pier 72, East 25th St., New York City, on the next day, where she spent the ensuing holiday season.

Aloha entered the New York Navy Yard on 10 January 1919, where yard workmen removed her guns the following day. Returning to her anchorage off Pier 72, *Aloha* spent the next few days undergoing the initial stage of the transformation from warship to yacht: her crew cleaned the ship, shined brightwork and landed such paraphernalia as flag mess gear, chairs, and an oval table from the admiral's cabin at pier 72. Finally, the metamorphosis was almost complete on 29 January 1919, when the crew mustered aft, and Capt. Hinckley read the orders from the commandant, 3d Naval District, putting the ship out of commission. Down came the admiral's flag (Rear Admiral Winslow had maintained *Aloha* as his flagship to the very last moment) and the colors, and a representative of Commodore James signed a receipt for the vessel.

Over the ensuing months, the Commodore's men reconditioned the erstwhile flagship, refitting her back to pre-war splendor and preparing her for her owner's next voyage. During 1921 and 1922, James took his pride and joy around the world; in 1925 *Aloha* cruised the Mediterranean; in 1927 she went to England, the Baltic, and Holland; and in 1930, again to the Mediterranean. *Aloha* even appeared at New York during the Presidential review, in May 1934, an occurrence noted humorously by Capt. Rufus F. Zogbaum, then commanding *Saratoga* (CV-3), in his autobiography—*From Sail to Saratoga*:

"*Aloha* came close aboard . . . I thought I should send them a signal of greeting. We turned all available apparatus on her but there was no one on board the yacht who could read our blinker signals. I could almost hear the Commodore storming up and down on his deck shouting to his Norwegian yacht captain, "What is she saying? What—can't you read it?"

Ultimately, this fine and famous yacht, the only one of her size afloat rigged in that manner, served faithfully until she was broken up for scrap in 1938.

Alonzo Child

(SwStr: t. 493; l. 222'; b. 36'; dph. 6')

Alonzo Child—also referred to in official documents as *Alonzo*

Childs, *A. Child*, *A. Childs*, *Child*, and *Childs*—was a large side-wheel “river boat” built in 1857 at Jeffersonville, Ind. During the next few years, she operated out of St. Louis, plying the waters of the Mississippi River and its tributaries. Early in the Civil War, the ship found herself in waters controlled by Confederate forces and, by the end of 1861, was apparently serving the Confederate Government. In any case, on 18 December of that year, the South’s Secretary of the Navy, Stephen R. Mallory, authorized payment of \$1,000.00 to her owners for the performance of some now unknown service.

It seems that at some time during the ensuing year and one-half, title to the steamer passed into the hands of the Confederate Government, but no details of the transaction have been discovered. In the spring of 1862, when Farragut wrested control of the lower Mississippi from the South, *Alonzo Child* found temporary safety in the Yazoo River. In December 1862, her engines were removed and taken to Alabama to provide power for one of the Confederate ironclads under construction in that state to assist in the defense of Mobile and ultimately to challenge the Union blockade of that port. The fact that these engines were installed in *CSS Tennessee* is supported by the Union Navy’s inspection of that ironclad ram in August 1864 soon after she surrendered to Rear Admiral Farragut in the closing moments of the Battle of Mobile Bay. “These engines,” the board of inspection reported on 13 August 1864, “were taken out of the river steamer called the *Alonzo Child*.”

After losing her engines, the former steamer—now reduced to a barge—remained in the Yazoo River anchored at Yazoo City. As Major General Grant and Rear Admiral Porter increased the tempo of their operations against Vicksburg, the Southern defenders of that strategic Confederate cliffside fortress filled *Alonzo Child* with combustibles to ready her for possible use as a fireship and then moved her down stream so that, as an alternative, she might be employed to obstruct the channel of the Yazoo between Haynes and Snyders Bluffs. On 19 May 1863, Lt. Comdr. John G. Walker—commanding the ironclad gunboat *Baron De Kalb*—found her there, abandoned and “. . . much knocked to pieces.” She had not been set ablaze and apparently had not been sunk. Walker also found “. . . guns, ammunition, tents, etc. . . .” which had been left behind in nearby evacuated Confederate riverbank fortifications. His report of seizing the “. . . 8-inch, 10-inch, and 6-inch rifles. . . in these works” has led some historians to conclude mistakenly that *Alonzo Child* carried these guns.

The damage to the former steamer was apparently only cosmetic for, on 25 July, Porter sent her to Cairo, Ill., with the recommendation that “she will make a good receiving ship or marine barracks.”

En route north under tow by Union side-wheeler *New National*, she came across *Sam Young* hard aground above the mouth of the White River, “. . . nearly high and dry” with some 350 captured Confederate soldiers and an armed guard on board. *Alonzo Child* embarked the prisoners and their guards and carried them to Helena, Ark.

After reaching Cairo, Ill., early in August, the prize was fitted out by the navy yard at Mound City, Ill., for duty as a receiving ship, and she served there and at Cairo until close to the end of the Civil War. The Union Navy’s de facto possession of the former steamer was ratified by the Federal court in Springfield, Ill., when it condemned *Alonzo Child* as a lawful prize on 29 March 1864.

As Confederate defenses were crumbling throughout the South and the Navy slowly began to demobilize its Mississippi Squadron, *Alonzo Child* was sold at Mound City on 29 March 1865.

Alpaco

(ScStr: t. 2,511; l. 268’0”; b. 45’2”; dr. 23’6” (mean); s. 10 k.; cpl. 57; a. none)

Alpaco—a wooden-hulled, single-screw cargo vessel—was built in 1918 for the United States Shipping Board (USSB) at Moss Point, Miss., by the Hodge Shipbuilding Co. Taken over by the Navy and earmarked for coastwise service with the Naval Overseas Transportation Service (NOTS), the ship was commissioned at the Navy Yard Dock, New Orleans, La., on 18 November 1918, Lt. Comdr. Nils A. Nelson, USNRF, in command.

However, her trial run, conducted on 3 December, revealed

deficiencies in the ship that caused the Navy to condemn the freighter as “unseaworthy.” During these trials—carried out with representatives of the Hodge Shipbuilding Co. on board—not only was the ship unable to maintain maximum revolutions for her engines, but a fire broke out in a coal bunker that took a little over 45 minutes to extinguish. The firefighters had to rip off the galvanized sheet iron from the engine room bulkhead to enable them to use their hoses to better advantage. Ultimately assisted into her berth by the tug *Underwriter*, *Alpaco* remained pierside for the remainder of her brief Navy career, and she was decommissioned there on 19 December 1918.

Simultaneously returned to the USSB, *Alpaco* remained in the Board’s hands until she was broken up for scrap by mid-1924.

Alpha

The first letter of the Greek alphabet.

I

(ScTug: t. 55; l. 72’; b. 16’6”; dph. 6’6”; dr. 7’; s. 9 k.; cpl. 13; a. 8 Enfield rifles, 1 spar torpedo)

The first *Alpha*—a screw tug built at Philadelphia in 1863 as *Fred Wheeler*—was one of six similar vessels purchased by the Union Navy at Philadelphia on 3 June 1864 to support its warships in widely varied ways and to help protect them and Army transports against surprise attacks by Confederate rams, torpedo boats, or other novel craft. Such raids had been a cause of great concern since the foray of the *CSS Virginia* into Hampton Roads, Va., on 8 March 1862 and the threat they posed had been underscored more recently by the Southern submarine *H. L. Hunley*’s sinking of the Federal Navy’s screw sloop of the war *Housatonic* and the ironclad ram *Albemarle*’s destruction of the *Southfield*.

Designated *Picket Boat No. 1*, the tug—commanded by Acting Ensign Nathaniel R. Davis—was assigned to the North Atlantic Blockading Squadron and first appeared on its list of vessels on 1 November 1864. She served on the James River for the last months of the Civil War protecting the Union shipping which supported General Grant’s troops operating against Richmond. However, when she and her sister tugs joined their squadron at Hampton Roads, there were already six other smaller vessels on its rolls designated *Picket Launch No. 1* through *Picket Launch No. 6*. Great confusion resulted and prompted the Navy—sometime between 1 November and 5 December 1864—to rename the former *Fred Wheeler* and her five sisters for the first six letters of the Greek alphabet—Alpha through Zeta. Thus, *Picket Boat No. 1* became *Alpha*. Some sources indicate that *Alpha*—which was also called *Tug No. 1*—entered the Norfolk Navy Yard for the installation of a spar torpedo; but, since *Picket Launch No. 1* did carry a spar torpedo which Lt. William B. Cushing used to destroy *Albemarle*, it is reasonable to assume that similarity of names caused the two vessels to be confused and *Alpha* never received such a weapon.

Alpha’s most exciting service occurred late in January 1865, when most of the more powerful Union warships had withdrawn from the James to participate in an attack on Fort Fisher, N.C., which defended Wilmington, the South’s last open port. The Confederate Navy’s squadron on that river had remained between Richmond and a line of obstructions across the James, awaiting a chance to engage its Union counterpart on favorable terms. Thinking that this temporary Federal weakness afloat in the area was just such an opportunity, Commodore John K. Mitchell, CSN, removed some of the obstructions; and, on the evening of 23 January, led the Southern Navy’s James River Squadron downstream and attempted to slip through the new gap in the cordon of hulks which separated them from the Union warships. The Davis Administration joined Mitchell in hoping that a Confederate naval victory on James would break General Grant’s line of supply and communication and lift his siege of the Confederate capital.

When word of this threatening thrust reached Comdr. William Albert Parker—who commanded the Union naval forces remaining on the James—he dropped his ships downstream to a position where they could maneuver effectively during the expected battle. His vessels experienced great difficulty turning in the narrow, shallow, and meandering channel of the upper river; and

Alpha assisted them to reach their new positions downstream. During the movement, several of Parker's warships—including his flagship, the double-turreted monitor *Onondaga*—ran aground; and *Alpha* proved to be invaluable by helping to refloat them.

However, the navigational difficulties of the upper James impartially plagued both sides; and two of Mitchell's ironclads, one gunboat, and a torpedo boat also ran aground while attempting to slip through the gap despite fire from Union shore batteries. This development prompted Parker to return upstream to join in the bombardment. A shell soon struck the stranded gunboat *Drewry*, detonating her magazine; and the resulting explosion so damaged *Scorpion*, grounded nearby, that Mitchell ordered that gunboat abandoned. Then when the stranded ironclads were again afloat, the surviving Confederate warships retired to Richmond.

The highlight of *Alpha*'s service on the James was her participation in the expedition upstream to Richmond immediately after General Robert E. Lee's Army of Northern Virginia abandoned the desperately defended city. During this operation *Malvern* carried President Lincoln to the former Confederate capital where former slaves paid the President homage and showed him their warm appreciation. *Alpha* left the James in July 1865 and steamed to Washington. She was sold at public auction at the Washington Navy Yard on 23 September 1865 to William L. Wall and Company of Baltimore. Redocumented as *Alpha* on 7 October 1865, she operated as a merchant tug for more than two decades. Her career was finally ended when she was destroyed by fire on 5 June 1886. Other details of her loss have not been found.

II

(MB: t. 10 (net); l. 56'; b. 9'6"; dr. 3'6" (aft); s. 11.3 mph.; cpl. 7; a. 1-pdr., 1 mg.)

The second *Alpha* (SP-586)—a motor yacht built in 1911 at Riverside, R.I., by the Narragansett Bay Yacht Yard—was purchased by the Navy on 19 May 1917 from Mr. Joel Fischer and commissioned that same day.

Assigned to the 2d Naval District section patrol, *Alpha* patrolled the waters of southern Massachusetts, Rhode Island, and Connecticut. The motorboat served the Navy through the end of World War I and into 1919. Her name was struck from the Navy list on 17 May 1919, and she was sold to Mr. Arthur Palmer of Quincy, Mass., on 28 August 1919.

Alpine

A county in eastern California.

(APA-92: dp. 11,760; l. 492'; b. 69'6"; dr. 26'6"; s. 18.4 k.; cpl. 478; a. 2 5", 4 40mm.; cl. *Bayfield*; T. C3-S-A2)

Alpine (APA-92) was laid down as *Sea Arrow* under a Maritime Commission contract (MC hull 281) on 12 April 1943 at Los Angeles, Calif., by the Western Pipe and Steel Co.; launched on 10 July 1943; sponsored by Mrs. Helen Marsh; acquired by the Navy on 30 September 1943; renamed *Alpine* on 30 August 1943 and simultaneously designated APA-92; and commissioned on 30 September at San Francisco, Calif., Capt. W. L. Taylor in command.

That same day, the command of *Alpine* was transferred to Comdr. Roger E. Perry. Manned by a civilian crew, she got underway on 2 October and steamed to Portland, Oreg., where she arrived on 4 October. Four days later, she was decommissioned at the Commercial Iron Works for conversion.

Upon completion of the yard work, *Alpine* was recommissioned on 22 April 1944, Comdr. George G. K. Reilly in command. She took ammunition, provisions, and supplies on board and left Portland on 7 May. While en route south, the ship held training exercises, and reached San Diego on 13 May, and continued shakedown in the San Diego area through 18 June.

The next day, *Alpine* left San Diego and arrived at Pearl Harbor on the 25th. Soon thereafter, she began unloading the personnel and equipment of the 77th Army Division. On the 28th, *Alpine* was attached to Transport Division 38. With 1,417 troops embarked, *Alpine* sailed on 30 June to support the seizure of Guam. Her first stop was Eniwetok, which she reached on 9 July. A week of debarkation exercises was followed by a few more days of replenishment of supplies. The ship at last set off for the Marianas on 17 July and began offloading her assault troops and equipment off the west coast of Guam on 21 July. For six days, the transport remained in the area providing support to her landing party on the beach. At 1544 on 27 July, she began her journey back via Eniwetok to Pearl Harbor. She reached Hawaii on 7 August and commenced voyage repairs.

Alpine's next assignment was to carry troops to support the invasion and occupation of Leyte. On 27 August, with 1,416 soldiers on board, the transport left Pearl Harbor for one week of amphibious training exercises off the island of Maui. She returned briefly to Pearl Harbor but got underway again on 15



Alpine (APA-92), 3 April 1945, undergoing repairs off Okinawa, after being hit by a kamikaze two days before. *Gear* (ARS-34) lies alongside to starboard. (80-G-311835)

September. *Alpine* made a three-day stop at Eniwetok for supplies and then continued on to Manus in company with Task Group (TG) 33.1. She arrived there on 3 October and began unloading troops to several smaller landing craft. On 14 October, *Alpine* got underway with TG 79.1 to Leyte with 791 troops embarked. Early in the morning of 20 October, she arrived in Leyte Gulf and, at 0830, commenced the debarkation of her troops. Throughout the day, she unloaded supplies and received casualties. On the 21st, despite intermittent air attack warnings, she finished offloading her troops. The transport left Leyte at 2000, bound for Hollandia, New Guinea.

Alpine stood into Humboldt Bay on 26 October and transferred casualties to a hospital at Hollandia. She took on board provisions and fuel and then got underway on 5 November for Biak in the Schouten Islands. There, the transport loaded the headquarters squadron of the 5th Army Air Force and, on 14 November, began the return voyage to Leyte Gulf.

At 0728 on 18 November, *Alpine* commenced debarking troops. She soon spotted an enemy aircraft, and the transport's gunners opened fire from a range of 3,000 yards. The plane banked to the right and was observed splashing off the starboard quarter. Later, a second Japanese plane approached; and *Alpine* again opened fire. The plane was hit forward of the tail assembly, which exploded and left a trail of black smoke as the plane commenced a bank to the left and went into a full power dive toward *Alpine's* bridge. At an altitude of 1,200 feet, the aircraft burst into flames but still crashed into the attack transport's port side. Two explosions produced a column of flame, and debris arose. Firefighting crews brought the flames under control in one-half hour. Five crew members were killed and 12 injured. *Alpine* finished unloading her troops and cargo, left the area at 1810, and retired to Manus.

The transport anchored in Seeadler Harbor on 24 November and underwent hull repairs necessitated by her battle damage. On 1 December, she shifted to Finschhafen, New Guinea, and embarked 1,512 Army troops and their equipment. *Alpine* then participated in tactical and antiaircraft gunnery exercises in Huon Gulf. She returned to Manus to replenish her supplies, then sailed on 31 December for the island of Luzon in company with TG 79.3.

The transport reached Lingayen Gulf on 9 January 1945. After unloading her troops and cargo, she left the area on the 11th. The transport arrived at Leyte on 15 January, where she took on elements of the 38th Infantry Division. On 26 January, *Alpine* got underway back toward Luzon. Following two days of amphibious training exercises, the transport anchored off Luzon on 29 January and began lowering her boats at 0615. The next day, she finished this landing and retired to Leyte. *Alpine* spent the next month providing logistical support to smaller craft present in San Pedro Bay. She also underwent a period of tender availability.

Alpine's next assignment was to support the invasion of Okinawa and Nansei Shoto. She loaded Army troops and got underway on 12 March to conduct a week of landing exercises off the southern coast of Samar. On 27 March, she sailed with TG 51.13 for Okinawa. On 1 April, *Alpine* began lowering her boats. At 1908, a Japanese plane approached *Alpine* from the port quarter. At 1910, she took a bomb hit on the starboard side of her main deck. The plane itself then hit the ship, causing fires in the number 2 and 3 holds. By 2200, the transport was listing seven degrees to port. Another ship came alongside and assisted *Alpine's* firefighting efforts; and, by 2300, the fires were under control. The crew then began their search for casualties and discovered that 16 men had been killed, and 19 were injured. On 2 April, *Gear* (ARS-34) came alongside to assist the ship's force in making repairs. *Alpine* left Okinawa on the 6th, bound for the United States via Saipan and Pearl Harbor. She reached the naval station at Seattle, Wash., on 30 April and entered drydock on 1 May for overhaul and repairs. Her patching was completed by 29 June, and *Alpine* got underway on 5 July for three weeks of refresher training off the west coast. From 21 to 25 July, *Alpine* loaded supplies and personnel at Oakland, Calif., for shipment to Okinawa. En route, she stopped at Pearl Harbor on 31 July and Eniwetok on 9 August. While steaming to Ulithi on 15 August, *Alpine* received the announcement that hostilities had ended. She reached Ulithi on 18 August and remained there through 3 September awaiting orders.

Alpine finally reported at Buckner Bay on 9 September. On 19 September, she was assigned to the 7th Amphibious Force, Pacific Fleet. On that day she sailed for the Philippines, where

she took on troops scheduled to help occupy Korea. The transport got underway from San Pedro Bay on 10 October with units of the 6th Infantry Division embarked. She anchored at Jinsen, Korea, on 16 October and debarked her passengers. *Alpine* again got underway on 24 October and headed for various ports in China to load American forces for passage home. After brief stops at Taku, Weihaiwei, and Tsingtao, China, *Alpine* set out for the long journey back to the west coast. The transport reached San Diego on 19 November; then underwent a fortnight of voyage repairs. On 5 December, she returned to the western Pacific. *Alpine* steamed to Nagoya, Japan, arriving on 26 December. There, she embarked 1,915 Army troops, reversed her course, and steamed back to the United States. She arrived at Tacoma, Wash., on 14 January 1946 and, 12 days later, began a voyage, via the Panama Canal, to Norfolk, Va. She transited the canal on 13 February and arrived at Norfolk on 20 February. *Alpine* was decommissioned at Norfolk on 5 April 1946, and her name was struck from the Navy list on 1 May.

Alpine was awarded five battle stars for World War II service.

Alsea

The name of a tribe of Indians in Oregon.

(AT-97: dp. 1,675 (f.); l. 205'0"; b. 38'6"; dr. 15'4"; s. 16.5 k. (tl.); cpl. 85; a. 1 3", 2 40mm.; cl. *Abnaki*)

Alsea (AT-97) was laid down on 29 November 1942 at Charleston, S.C., by the Charleston Shipbuilding & Drydock Co.; launched on 22 May 1943; sponsored by Mrs. Grace Wynn; and commissioned on 13 December 1943, Lt. Cecil Cuthbert in command.

The tug completed shakedown training in Chesapeake Bay early in January 1944 and began antisubmarine warfare training at Casco Bay, Maine. In February she entered Boston for repairs and more training. The tug moved to New York on the night of 3 March and remained there until getting underway on 26 March with a convoy of tugs towing 36 vehicle-transport barges to Great Britain in preparation for the invasion of France. After a stormy voyage, during which the convoy was attacked by a U-boat which was driven off by escort ships, *Alsea* and her tow reached Falmouth, England on 19 April. *Alsea* visited Milford Haven in Wales and Belfast in Northern Ireland. She returned to Norfolk on 11 May. On 15 May she was redesignated ATF-97.

Alsea departed Norfolk on 5 June for the British West Indies. She arrived at Trinidad on 18 June and reported for duty with the Commander, Caribbean Sea Frontier. For almost a year, the tug operated in the vicinity of the Gulf of Paria towing targets and providing general support services for newly commissioned warships conducting initial training. She concluded that assignment in May 1945 and, after two weeks of duty at Guantanamo Bay, headed for Tampa, Fla., where she picked up a tow. After dropping her charge off at Charleston, she arrived at Norfolk on 21 June for an overhaul. On 4 August, she departed Norfolk for Bahia, Brazil, to pick up a floating drydock. *Alsea* arrived at Bahia three days after V-J Day; instead of taking the drydock to the Pacific as originally planned, she towed YFD-27 to Trinidad.

Following the war, the tug served with the Atlantic Fleet for nearly a decade. During that period, she operated along the Atlantic seaboard and in the Gulf of Mexico and the Caribbean. She made tows, delivered mail, towed targets, and performed other general duties. *Alsea* was placed out of commission at Norfolk on 15 April 1955 and was berthed with the Maritime Administration's James River (Va.) Group, National Defense Reserve Fleet. Though her name was struck from the Navy list on 1 September 1962, the tug remained at the James River facility until the fall of 1975, when she was sold for scrapping.

Alsek, West, see *West Alsek* (Id. No. 3119).

Alshain

A star in the constellation Aquila.

(AKA-55: dp. 14,200; l. 459'2"; b. 63'; dr. 26'4"; s. 16.5 k.; cpl. 392; a. 1 5", 4 40mm., 18 20mm.; cl. *Andromeda*; T. C2-S-B1)



Alsea (ATF-97), 28 June 1954, amidst Arctic ice floes during Operation "Skyhook II." (80-G-664425)

Alshain (AKA-55) was laid down on 29 October 1943 under a Maritime Commission contract (MC hull 209) at Kearny, N.J., by the Federal Shipbuilding & Drydock Co.; launched on 26 January 1944; sponsored by Mrs. J. H. King; acquired by the Navy on 31 March 1944; and placed in commission at Brooklyn, N.Y., on 1 April 1944, Comdr. Roland E. Krause in command.

After fitting out at the New York Navy Yard, the new attack cargo ship got underway for shakedown training in the Chesapeake Bay. She entered the Norfolk Navy Yard for an availability on 27 April, took on cargo early in May, and sailed for the Hawaiian Islands on the 13th. *Alshain* transited the Panama Canal, joined the Pacific Fleet, and arrived at Pearl Harbor on 2 June. There, she reported for duty to Commander, Amphibious Forces, Pacific Fleet. The ship was ordered to return to San Diego to serve as an amphibious training ship, and she set a course for the west coast of the United States.

Alshain reached San Diego on 20 June but was ordered to replenish fuel and provisions and return to Hawaii. Upon her arrival at Pearl Harbor on the 28th, she was assigned to temporary Transport Division (TransDiv) 38 and began loading combat cargo and Army personnel scheduled to participate in the invasion of Guam. On 1 July, the vessel set sail for Eniwetok to join Task Force 51 as a part of the Southern Transport Group. The combined forces sortied from that atoll on 17 July and arrived off Agat Beach, Guam, on the 21st.

Landing operations began early that morning. *Alshain* had difficulty unloading her cargo due to a shortage of boats and congestion on the beach itself. She finally completed the process

on 3 August and retired toward Eniwetok. The ship then sailed independently to Pearl Harbor where she embarked more Army troops and loaded their equipment before getting underway on 27 August for amphibious landing rehearsals at Lahaina Roads, Maui. On 15 September, *Alshain* sailed with Task Group (TG) 33.1 for Eniwetok and a planned invasion of Yap. However, the attack on Yap was later canceled, and Leyte, Philippines, was substituted as an objective. The cargo vessel departed Eniwetok on 26 September, bound for Manus, Admiralty Islands, the forward staging area for the assault on Leyte.

Alshain reached that port on 3 October and made final preparations for the invasion of the Philippines. On 14 October, she sortied with TG 79.1 which entered Leyte Gulf on the 20th. *Alshain* anchored in the transport area off Dulag, Leyte, and began lowering her boats at 0730. Despite enemy air harassment, the unloading proceeded so smoothly that the ship completed her work on the 23d and headed back to Seeadler Harbor, Manus.

Getting underway again on 7 November, *Alshain* proceeded to Hollandia, New Guinea, to take on the personnel and material of the Army Air Service Command. She then rendezvoused with other ships off Biak, Schouten Islands, to form Task Unit (TU) 79.15.4, which proceeded to Leyte Gulf to reinforce Allied forces in the Philippines.

The task unit arrived in the waters off Tanauan, Leyte, on the 118th and underwent a Japanese air attack that morning. *Alshain* joined the others in firing on the enemy intruders. One "Zeke" approached the cargo ship and dived from directly astern in what seemed to be a strafing or dive bombing attack. However,

intense antiaircraft fire caused the plane to burst into flames, and it splashed close aboard *Alpine* (APA-92), anchored 800 yards away. The next day, *Alshain* left Tanauan to return to Seeadler Harbor.

On 28 November, the cargo ship sailed for Finschhafen, New Guinea; paused there on the 29th; and then pressed on to Bougainville, Solomon Islands, arriving in Empress Augusta Bay on 1 December. She embarked members of the 37th Infantry Division and got underway on the 16th for training exercises in Huon Gulf, New Guinea. *Alshain* finished the exercises and returned to Manus on the 21st. On the last day of 1944, she sortied with TG 79.1 for the assault on Luzon, Philippines.

The ships passed through Surigao Strait, the Mindanao and Sulu Seas, and entered the South China Sea on 8 January 1945. On that day, when a small group of enemy planes attacked the transports, *Alshain* helped to fight off the attack. She continued on toward Luzon, entered the Lingayen Gulf on the 9th, and unloaded her cargo. The ship then returned to Leyte to embark personnel for landings to be conducted in the San Felipe-San Narciso area of Luzon.

The vessel sailed on 26 January to waters off Luzon, disembarked her passengers on the 29th, and returned to Leyte Gulf on 1 February. During the next two months, the cargo ship remained in Philippine waters replenishing supplies, assisting in unloading merchant ships, and carrying out training exercises in preparation for the invasion of Okinawa. She left the Philippines on 27 March with Task Unit (TU) 51.13.1 and arrived off Okinawa on 1 April.

The Japanese struck back with numerous air attacks against Allied shipping in an attempt to ward off the assault. On 1 April, a kamikaze crashed into *Alpine* which was anchored some 400 yards away. *Alshain* rescued a badly burned soldier who had been blown off *Alpine*'s deck by the crash. The attack cargo ship completed her unloading on the 5th, withdrew from the area, and headed for Apra Harbor, Guam. She then proceeded via Pearl Harbor to Seattle, Wash., where she entered the Lake Washington Shipyard, Houghton, Wash., on 2 May for an availability.

After the completion of the yard period on the 18th, the ship took on cargo at Tacoma, Wash., and proceeded to San Francisco. During this run, trouble developed with the superheater tubes in the boilers. *Alshain* entered the Bethlehem Steel Co. repair yard at San Francisco on 2 June for two weeks of repair work. On the 16th, the ship set a course for Eniwetok and spent a fortnight in port there in early July before getting underway for Guam.

Alshain reached Apra Harbor on 18 July and discharged a portion of her provisions. Her next destination was Tulagi, Solomon Islands, where she paused on 10 August to take on supplies. The vessel reached Noumea, New Caledonia, on the 14th. Here, she received word of Japan's capitulation.

After the end of the war, *Alshain* continued her role as a cargo supply ship. Among the islands she served during the next three months were Eniwetok, Guam, and Okinawa. The ship reached Pearl Harbor on 3 December and discharged her cargo. On the 16th, she got underway for Seattle, Wash. On that same day, the ship also detached from Amphibious Forces, Pacific Fleet. *Alshain* reached Seattle on 23 December and prepared to enter the Puget Sound Naval Shipyard for an extended availability.

In May 1946, the ship was assigned to the Naval Transport Service and resumed her cargo supply runs to various points in the Pacific. She left San Francisco on 7 June for a cruise via Pearl Harbor to Okinawa and Sasebo, Japan. She departed Japanese waters on 7 August bound for the east coast of the United States. The vessel transited the Panama Canal on 2 September and reached Norfolk on the 8th. She remained there for a month and then made a brief trip to Davisville, R.I. After touching back at Norfolk, *Alshain* continued on south to transit the Panama Canal on 21 October and reached Terminal Island, Calif., on the 30th.

Alshain commenced another tour of Far Eastern ports on 22 November. Among her ports of call were Guam; Pearl Harbor; Yokosuka, Japan; Tsingtao and Shanghai, China; Okinawa; and Subic Bay and Samar, Philippines. *Alshain* arrived back in San Francisco on 7 August 1947 and spent five months there, interrupted only briefly late in November by a run to San Diego. On 2 January 1948, the vessel began a series of trips carrying supplies

and equipment to Guam from San Francisco. Four were completed between January and August 1948.

After a period of yard work at the Puget Sound Naval Shipyard in October and November, *Alshain* got underway for the western Pacific. During this trip, she carried several tons of ammunition to Chinese Nationalist forces on Formosa; delivered supplies at Subic Bay and Yokohama, Japan; visited the ports of Shanghai and Tsingtao on the Chinese mainland; and touched at Guam before reporting back to San Francisco on 7 March 1949.

Alshain operated along the west coast from March through July. On 21 July, the ship set out from San Francisco, bound via Pearl Harbor for Guam, where she arrived on 7 August. During her stay at that island, the cargo ship became a part of the newly formed Military Sea Transportation Service. She left Guam on 15 September, transited the Panama Canal on 9 October, and arrived off Onslow Beach, N.C., on the 15th. Two weeks later, the vessel moved to the Hampton roads area but sailed for Caribbean waters on 10 November, and touched at Port-au-Prince, Haiti, four days later. After paying one more call at Norfolk, *Alshain* transited the Panama Canal on 15 December, reached San Francisco on 30 December, and closed the year there in upkeep.

Alshain set sail for Guam on 26 January 1950. She arrived back at San Diego on 27 March. After operations along the California coast, the cargo ship shaped a course for Japan on 26 April. She visited Yokosuka and Yokohama in May and touched at Naha, Okinawa, and Guam before pulling back into port at San Francisco on 26 June.

The outbreak of war in Korea caused *Alshain* to depart San Diego on 14 July with elements of the 1st Provisional Marine Brigade embarked for transportation to Korea. The ship sailed with TG 53.7 from Yokosuka to Pusan, Korea, where she arrived on 2 August. Upon completion of debarking operations, the cargo vessel reached Yokosuka on the 7th. The ship then passed under the control of Amphibious Group 1, was fitted out to receive special boats for amphibious operations, and conducted training exercises late in August in Chigasaki Bay off Honshu, Japan.

Alshain reported to Kobe, Japan, on 2 September to take on equipment, supplies, and personnel of the 1st Marine Division. On the 11th, she got underway for the invasion of Inchon, Korea. The vessel entered the transport area off Inchon on 15 September and began unloading operations which continued until the 21st. Touching at Kobe on the 24th, *Alshain* embarked supplies and equipment of the 1st Marine Division and Marine Air Group 33 and moved to Sasebo, Japan, on 9 October to top off her fuel tanks before getting underway later that same day for Inchon.

On 11 October, *Alshain* reached the Inchon area and loaded equipment and supplies for an upcoming amphibious operation. She departed Inchon on the 17th with TG 90.2, bound for Wonsan, Korea. However, clearance of mines delayed the start of the assault on Wonsan; and the task group was forced to retire along its approach route and wait. In the interim, South Korean forces moving north captured Wonsan and obviated the need for an assault landing. Thus when *Alshain* returned on the 26th to unload cargo and disembark troops, no enemy harassed her cargo operations, and she completed the mission on the 31st.

Alshain retraced her course to Japan and arrived at Moji on the island of Kyushu on 2 November. There, she began embarking troops of the 3d Infantry Division for transportation to Wonsan. The ship arrived in the Wonsan area on 14 November and, by the 17th, had completed discharging her passengers. She then paused briefly at Yokohama for a four-day availability period before setting out for the west coast of the United States on 25 November. The vessel reached San Francisco on 11 December.

After three months of local operations and upkeep, *Alshain* left California on 16 March 1951, bound for the east coast. She navigated the Panama Canal on 1 April and continued on to Norfolk, where she arrived on the 15th. The ship left the Military Sea Transportation Service on 30 April to become a member of Amphibious Forces, Atlantic Fleet, and was assigned to TransDiv 23. She was involved in a series of local operations and training exercises at Onslow Beach, N.C., through 4 August when she got underway for her first Mediterranean cruise. The ship replenished ships of the 6th Fleet at Golfe Juan, France, from 17 to 25 August. She then proceeded to Port Lyautey, Morocco, and replenished naval shore activities located there. Early September found *Alshain* back in her new home port, Norfolk.

Her next mission sent the cargo ship to Morehead City, N.C., to take on marines for participation in LantFlex 52 off Vieques Island, Puerto Rico. *Alshain* arrived at Vieques on 1 October. During the cruise, she also made port calls at Bridgetown, Barbados, and Port of Spain, Trinidad. The ship left the Caribbean on 5 November, took part in an amphibious landing exercise on Onslow Beach on the 13th, and arrived back in Norfolk on the 18th.

In early January 1952, *Alshain* commenced her second Mediterranean tour. Her first stop was Naples, Italy, on 24 January. She then made a short trip to Suda Bay, Crete, and returned to Naples on 9 February. From 25 February through 16 March, the ship took part in Operation "Grand Slam," held in conjunction with naval units of NATO allies. She later made port calls at Porto Scudo and Palermo, Sicily; Iraklion, Crete; Phaleron Bay, Greece; Beirut, Lebanon; and Cannes, France.

Returning from her Mediterranean cruise to Norfolk on 24 May, *Alshain* engaged in various exercises off the eastern seaboard and in Puerto Rican waters. A visit to New York City during the Fourth of July holiday period highlighted the ship's summer. After a three-week layover in the Norfolk area during the Christmas holidays, *Alshain* got underway on 4 January 1953 for amphibious landing exercises at Vieques. In late January, she headed north and entered the Boston Naval Shipyard on 1 February for availability.

Alshain resumed operations on 18 April and headed down the east coast toward the Caribbean for refresher training at Guantanamo Bay, Cuba, which lasted from 10 until 29 May. During this period, the cargo vessel was involved in two minor collisions: one with *Mount Olympus* (AGC-8) on 13 May and the other a few days later with *Niobara* (AO-72). These necessitated a restricted availability for the cargo ship for repairs from 23 June through 3 July at the Maryland Drydock Co., Baltimore, Md.

Upon completion of the yard work, *Alshain* began operations along the east coast. In late September, she transported marines from Morehead City to Vieques Island for amphibious training exercises. She returned to home port on 3 October and closed the year in an upkeep status. The cargo ship moved to Boston in late January 1953 for a period of repairs and alterations which lasted through mid-April.

Alshain sailed for the Caribbean from Norfolk on 6 May. She visited Guantanamo Bay and Port-au-Prince before reversing course back to Norfolk. The ship operated in the Norfolk area through 8 August, when she got underway for a cruise to Yokohama with a cargo of ammunition, air base equipment, and personnel of Marine Air Group 11. She touched en route at Port Everglades, Fla.; transited the Panama Canal on 15 August; visited San Diego for two days in late August; and finally reached Yokohama on 10 September.

The cargo ship discharged her passengers and their equipment in Japan and got underway for her return trip on the 16th. Brief layovers at San Francisco, Calif., and Balboa, Canal Zone, preceded her arrival in Norfolk on 22 October. The ship then entered an extended tender availability. She began the year 1954 with a trip to the Caribbean for TRAEX 2-54 at Vieques Island. On 19 January, *Alshain* touched at Port Everglades and took on board elements of Marine Air Group 32. After debarking the troops at Morehead City, the cargo ship returned to Norfolk on the 28th.

For the duration of 1954, *Alshain* was engaged in a series of short training cruises. In mid-February, she made a round-trip voyage to San Juan and Vieques, Puerto Rico, for landing operations and, upon her return, entered the Norfolk Naval Shipyard for an availability. She then operated in the area of Norfolk and Little Creek, Va., the Chesapeake Bay, and Onslow Beach and Morehead City, N.C. The ship was involved in LANTFLEX 1-55 in November off Onslow Beach.

Alshain began her last year of active duty, 1955, by picking up elements of the Fleet Marine Force at Morehead City. On 7 January 1955, she left the east coast en route to the Mediterranean. *Alshain* touched at Mers-el-Kebir, Algeria, on the 20th. She was then involved in amphibious operations in the Gulf of Arzew off Algeria. The ship continued on to visit Genoa and Naples, Italy; Istanbul, Turkey; Athens and Phaleron Bay, Greece; Suda Bay, Crete; Cannes and Marseilles, France; Porto Scudo, Sardinia; and Barcelona, Spain. *Alshain* left Barcelona on 14 May and shaped a course back to the United States. Upon

her arrival at Norfolk on the 28th, the ship began a period of leave and upkeep.

Alshain got underway in late June for Philadelphia. She entered the Philadelphia Naval Shipyard on 1 July to undergo preinactivation overhaul. The work was completed in early October, and the vessel proceeded to Orange, Tex., where she was placed in a reserve status on 12 October 1955. The ship was decommissioned on 14 January 1956. Her name was struck from the Navy list on 1 July 1960. She was transferred to the Maritime Administration and laid up at Beaumont, Tex.

Alshain won five battle stars for her World War II service.

Alstede

A minor planet or asteroid.

(AF-48: dp. 15,500 (f.); l. 459'2"; b. 63'0"; dr. 28'0"; s. 16.0 k.; cpl. 292; cl. *Alstede*; T. R2-S-BV1)

Ocean Chief was laid down on 30 September 1944 at Oakland, Calif., by the Moore Drydock Co. under a Maritime Commission contract (MC hull 1206); launched on 28 November 1944; sponsored by Mrs. Anton Wille; and delivered to the War Shipping Administration on 4 May 1945. She was operated by the United Fruit Co. under a contract with the War Shipping Administration for almost exactly one year. Acquired by the Navy on 10 May 1946, she was renamed *Alstede*; designated a store ship AF-48; and commissioned at the Mare Island Naval Shipyard on 17 May 1946, Comdr. Alexander Kusebach, USNR, in command.

Alstede completed trials and moored at the Naval Supply Depot, Oakland, Calif., to take on supplies destined for American servicemen participating in the postwar occupation of the islands of the Central Pacific. For over four years, the store ship made the circuit from the west coast through the Marshall Islands to the Mariana Islands and back home to the United States. During those voyages, she most frequently visited Kwajalein and Eniwetok in the Marshalls and Guam and Saipan in the Marianas. On the outbound and return legs of those voyages, the ship made calls at Pearl Harbor in Hawaii and frequently stopped at lonely Wake Island. Points of departure and return in the United States included San Diego, Long Beach, Oakland, San Francisco, Bremerton, and Seattle.

Even the outbreak of hostilities in Korea in June of 1950 did not at first interrupt her routine. While other American forces rushed to the aid of hard-pressed South Korea, *Alstede* played no role in the conflict until the end of the year. Initially, that participation consisted only of a single, round-trip voyage to Sasebo, Japan—to deliver stores to that forward base—and back to the west coast. The last month of 1950 and the first of 1951 brought another circuit through the Marshalls and the Marianas before *Alstede* began to concentrate more heavily on supporting the struggle of the United Nations to stem the tide of North Korean aggression and to counter communist Chinese intervention on the side of that aggression. During the second month of 1951, the store ship began round-trip voyages between the west coast and ports in Japan—notably Yokosuka and Sasebo—to the exclusion of her former Central Pacific ports of call. She made three such voyages in the spring of 1951 before entering the Puget Sound Naval Shipyard for regular overhaul on 27 July 1951. When the ship emerged from the extended repair period on 8 November, she conducted local operations for a short period and then loaded cargo at Oakland. On 8 December, *Alstede* put to sea bound once more for the western Pacific.

The advent of 1952 heralded an even closer involvement in the Korean War. *Alstede* arrived in Sasebo on 18 January 1952 and remained there about three weeks. On 11 February, the ship put to sea for a replenishment rendezvous off Wonsan harbor with units of the 7th Fleet. During the ensuing seven months, the store ship shuttled back and forth between Japan and the American warships operating along the coast of Korea. On three occasions, *Alstede* entered port at Pusan, Korea, though each time she remained in the harbor but a few hours. The ship returned to Japan from her final replenishment mission of the year on 23 September and visited Sasebo until 2 October then moved to Yokosuka where she remained from 4 to 28 October. Returning to Sasebo on the last day of the month, she spent

a week at that port before getting underway for home on 6 November. She arrived back in Oakland, Calif., on 21 November.

However, her stay in the United States lasted only a month. On 21 December, *Alstede* returned to sea for another round-trip voyage to Japan. She visited Yokosuka between 6 and 8 January 1953, stopped at Sasebo from the 10th to the 16th, and returned to Yokosuka for three days before heading back to the United States on the 21st. The ship arrived back at Oakland on 4 February and, for the next month, called at several ports on the California coast before standing out of Oakland on 14 March, bound once more for the Far East. She pulled into Sasebo on 1 April and remained there for almost three weeks. On the 19th, the vessel put to sea to rendezvous with 7th Fleet warships operating off the Korean coast. After transferring stores at sea, she returned to Sasebo on 23 April. For the next three months, *Alstede* plied back and forth between Japanese ports and the combat zone off the Korean coast to replenish the men-of-war supporting United Nations' troops engaged in the struggle in Korea. At the end of July, she voyaged south from Japan to Taiwan and operated from 3 to 6 August with units of the Taiwan Strait Patrol. From there, the store ship returned north to the southeastern coast of Korea and spent five days—10 to 15 August—near Kojé Do, the island where communist prisoners of war were confined. She arrived back in Sasebo on the 15th, visited there and at Yokosuka, and departed the latter port on 26 August. *Alstede* reached Oakland on 7 September and entered the Mare Island Naval Shipyard on the 11th for her regular overhaul.

She completed overhaul on 18 November and then spent the following four weeks engaged in post-overhaul trials and refresher training. Concluding those evolutions on 14 December, the store ship moored at Treasure Island, Calif., for the holidays. Underway again on 11 January 1954, the ship moved to Oakland to load supplies in preparation for another tour of duty in the Far East. She put to sea for that deployment on 15 January and arrived in Sasebo on 5 February. She made one replenishment rendezvous with 7th Fleet units off the Korean coast in mid-February and—after a return visit to Sasebo—sailed south on the 21st. The ship called at Manila in the Philippine Islands from 25 February to 1 March and put in at Takao, Taiwan, for a few hours on 6 March before setting course for Japan. She entered port at Yokosuka on 11 March to begin a month's stay before getting underway on 10 April for another swing to the south. That circuit brought visits to Subic Bay in the Philippines, Keelung, Taiwan, and Manila. During her return north, *Alstede* made a replenishment rendezvous off the Korean coast before reaching Sasebo on 1 May. After a bit more than a month at Sasebo, the store ship got underway again on 3 June, paid a four-day call at Yokosuka on 9 June, and headed for home.

Since her return to the United States on 22 June coincided with a reassignment to the Atlantic Fleet, she remained at Oakland only eight days before sailing for Norfolk, Va. En route, the store ship stopped at San Diego from 2 to 4 July, arrived at Balboa in the Canal Zone on 12 July, and transited the Panama Canal on the 14th. *Alstede* moored at her new home port, Norfolk, on 19 July. Over the ensuing three months, the ship engaged in maneuvers and other evolutions in and out of Norfolk. On 11 October, she began taking on supplies in preparation for her first tour of duty with the 6th Fleet in the Mediterranean Sea and, 11 days later passed between Capes Charles and Henry to begin her first Atlantic crossing. The ship entered the "middle sea" around the end of the month and made her first port call—at Naples, Italy—on 4 and 5 November. Visits to Salonika, Greece, and Valencia, Spain, punctuated her replenishment missions with elements of the 6th Fleet. *Alstede* made a return call at Naples from 4 to 7 December before setting a course for home. She concluded her first Mediterranean deployment upon arrival back at Norfolk on 23 December.

Holiday routine and post-deployment leave and upkeep occupied the remainder of 1954 and the first two weeks of 1955. After unloading supplies at the Norfolk Naval Supply Center and ammunition at the Naval Ammunition Depot, Earle, N.J., *Alstede* entered the Bethlehem Steel yard at Staten Island, N.Y., on 21 January for a regularly scheduled overhaul. She left the yard on 22 March and, after taking on ammunition at Earle, returned to Norfolk on the 24th. The ship spent just over three weeks at the Norfolk Naval Shipyard before getting underway on 15 April for post-overhaul refresher training in the vicinity of Newport, R.I. She again moored at Norfolk on 6 May but remained there only

eight days before putting to sea on the 14th. *Alstede* steamed north to the waters near Argentia, Newfoundland. There, she joined *Mazama* (AE-9) and *Haynsworth* (DD-700) in testing underway replenishment equipment. The store ship arrived back in Norfolk on 29 May and began preparations to deploy to the Mediterranean once again.

Alstede exited the Chesapeake Bay on 17 June. After 10 days in the Atlantic the ship transited the Strait of Gibraltar on 27 June and joined the 6th Fleet. For the next two months, she varied underway replenishment missions with visits to such ports as Golfe Juan, France; Barcelona and Valencia, Spain; Phaleron Bay, Greece; and Naples, Italy. The store ship departed the latter port on 28 August on her way back to the United States. She arrived back in Norfolk on 10 September and began a month in port after the cruise to the Mediterranean. On 16 October, she put to sea once more and shaped a course northward. For several days, *Alstede* participated in antisubmarine warfare exercises in Block Island Sound. She returned to Norfolk on 21 October to undergo repairs at the Norfolk Naval Shipyard. Back at sea on 9 November, the store ship embarked upon a 19-day cruise to the West Indies. During that mission, she tested underway replenishment equipment and made port calls at San Juan, Puerto Rico, and at Guantanamo Bay, Cuba. The vessel arrived back in Norfolk on 28 November and, two weeks later, entered the shipyard of the Norfolk Shipbuilding & Drydock Co. for a month of repairs.

She emerged from the shipyard on 6 January 1956 and headed for the Naval Supply Center, Norfolk, to take on supplies. *Alstede* operated out of Norfolk for the next two months. On 7 March, she got underway to return to the Mediterranean. After passing through the Strait of Gibraltar on 20 March, the store ship replenished units of the 6th Fleet over the next month and made visits to Cannes, France; Naples, Italy; Cagliari, Sardinia; Tangier, French Morocco; and at the Spanish ports of Barcelona and Valencia. She departed Barcelona on 23 April and shaped a course back to the United States. The ship arrived back in Norfolk on 5 May and began repairs to her hull which had been damaged in a collision while provisioning *Croaker* (SSK-246) in Cannes on 23 March. The repair period lasted until late August, and 18 days of local operations followed. On 14 September, she headed back to the Mediterranean.

At that point, the pattern for the remainder of *Alstede's* career was established. For the next 13 years, the stores ship deployed to the Mediterranean Sea two or three times a year to resupply units of the 6th Fleet operating there. When not assigned to that fleet, she engaged in diverse occupations. The ship participated in 2d Fleet training exercises along the Atlantic coast and in the West Indies as well as conducting independent ship's drills. She entered shipyards periodically to undergo her normal overhauls. Of special note, the late spring of 1965 brought *Alstede* the award of the Armed Forces Expeditionary Medal when she provided logistics support for the Navy ships which constituted a portion of the Organization of American States' peacekeeping force sent to the Dominican Republic to mediate the civil strife that had broken out between supporters of the ousted president, Juan Bosch, and forces of the ruling, three-man junta that had supplanted him. Her schedule of Mediterranean resupply missions alternated with 2d Fleet operations and repair periods came to an end on 31 October 1969 when she was decommissioned. Her name was struck from the Navy list that same day. Berthed at the Naval Inactive Ship Facility, Norfolk, Va., for non-industrial stripping she was sold to N.W. Kennedy, Ltd., of Vancouver, Canada, on 2 June 1970 for scrapping.

Alstede earned four battle stars during the Korean conflict.

Altair

A first magnitude star in the constellation Aquila, in the northern Milky Way.

I

(AD-11: dp. 13,925 (f.); l. 423'9"; b. 54'0"; dr. 27'2¾"; s. 10.5 k.; cpl. 481; a. 4 5", 2 3" (authorized at time of commissioning but not installed); cl. *Altair*)

The first *Altair* (AD-11) was laid down as the steel-hulled, single-screw freighter *Edisto*, under a United States Shipping



Altair (AD-11), in what appears to be Measure 12 (modified) camouflage, moored at Port of Spain, Trinidad, 1 October 1942, tending *Spry* (PG-64), *Bainbridge* (DD-246) and *Goff* (DD-247), and the Dutch minelayer/patrol vessel *Jan Van Brakel*. (80-G-31669)

Board (USSB) contract on 18 December 1918 at Seattle, Wash., by the Skinner and Eddy Corp. Launched on 10 May 1919, *Edisto* came under naval scrutiny in the 13th Naval District, being given the identification number (Id. No.) 4156 and initially earmarked for potential service as a collier. After a brief period of operation by the USSB, *Edisto* was transferred to the Navy by executive order on 29 October 1921 and renamed *Altair* on 2 November 1921. Classified as a destroyer tender, AD-11, the ship was delivered to the Navy on 5 December 1921 and commissioned at the New York Navy Yard the following day, 6 December 1921, Comdr. James H. Comfort in command.

Converted to a destroyer tender at the New York Navy Yard, and equipped with surplus and salvaged machine tools and shop equipment selected from dismantled Navy and Army war plants in the demobilization after World War I, *Altair* underwent her metamorphosis in nine months and then fitted out at her conversion yard into late November, 1922. She then proceeded to the west coast of the United States via Newport, R.I.; Hampton Roads and the Panama Canal Zone, reaching San Diego, on 17 December 1922. She was assigned to Destroyer Squadron 12, Destroyer Squadrons, Battle Fleet—a unit of 19 destroyers (one "leader" and three six-ship divisions) operating at that time with 84% complements as part of the "rotating reserve."

From 1922 to 1939, *Altair* followed her charges and provided support services wherever required—jobs which varied from simple repairs to reblading turbines. During this time, to have her own capabilities maintained, she underwent yearly upkeep at the Mare Island Navy Yard. As an example of her following the fleet to ply her vital trade, in 1925, *Altair* supported her assigned destroyers in Hawaiian waters during joint Army-Navy maneuvers designed to test the defenses of that Pacific base, and that summer and autumn, when the United States Fleet carried out its Australasian cruise, *Altair* visited Tutuila, Samoa; Port

Phillips, Australia and Littleton, New Zealand, during the course of her voyage.

In 1926, the Nicaraguan civil war prompted the dispatch of a sailors and marines from ships of the Special Service Squadron and, later, from other ships in the fleet, to protect the lives of Americans and their property from the clashes of warring factions. However, "as the danger points moved inland," the Secretary of the Navy's report for 1928 states, "it became advisable to use marines for this duty." Accordingly, a marine expeditionary force, some 3,000-men strong, was dispatched to Nicaragua early in 1927. *Altair* participated in this troop lift, when she and the destroyer tender *Melville* (AD-2) transported Marine Observation Squadron 1 and a rifle company from San Diego to Corinto, a port on the west coast of Nicaragua, reaching their destination 16 February 1927. The destroyer tender then resumed her operations providing services to the destroyers of Squadron 12, accompanying them to Narragansett Bay for tactical exercises before ultimately returning once more to San Diego.

When World War II broke out in Europe in the autumn of 1939, *Altair* was tending Destroyer Squadrons 4 and 6, of Destroyer Flotilla 2, Battle Force, still based on San Diego. In March 1940, however, to service the destroyers of the Hawaiian Detachment sent to Pearl Harbor in December of the previous year, *Altair* was shifted to "Pearl." En route to her new duty station she served as plane guard for Navy Consolidated PBV "Catalina" flying boats being ferried to Oahu, arriving at Pearl Harbor on 16 April 1940. She tended destroyers there through the end of the year 1940 and into 1941 as the fleet based permanently on Pearl Harbor following the conclusion of Fleet Problem XXI.

Overhauled at Mare Island Navy Yard from 6 April to 6 June 1941, *Altair* returned to Pearl Harbor on 26 June. For the next

three months the destroyer tender discharged her duty there until she departed Hawaiian waters on 30 September for the west coast. Pausing briefly at San Diego from 12 to 18 October, the ship pushed south, transited the Panama Canal on 2-3 November 1941, and arrived at her new duty station, Hamilton, Bermuda, on 11 November 1941, to provide support for destroyers operating on patrols in the North Atlantic.

After the Japanese surprise attack upon the Pacific Fleet at Pearl Harbor brought the United States into World War II, *Altair* maintained a routine of carrying out upkeep and repair work on Atlantic Fleet destroyers at Bermuda that continued into the summer of 1942. Underway for San Juan, Puerto Rico, on 3 July 1942, escorted by the destroyers *Bernadou* (DD-153) and *Cole* (DD-155), *Altair* arrived at her destination on the 6th, detaching the two destroyers and picking up another, *Hilary P. Jones* (DD-428), which escorted the tender of Trinidad, where she arrived on 11 July. Except for brief periods at Aruba and Curaçao, in the Dutch West Indies, in early September, *Altair* tended destroyers at Trinidad through mid-July 1943.

Following an availability at the Norfolk Navy Yard, *Altair* reported to Commander, Operational Training Command, Atlantic Fleet, on 21 August 1943 and soon resumed active tender operations at Bermuda, this time in support of the destroyer and destroyer escort shakedown group (Task Group 23.1) until shifted to Guantanamo Bay, Cuba, where she arrived on 11 March 1945. Providing tender services at "Gitmo" until 3 May 1945, *Altair* then proceeded back to the Norfolk Navy Yard to be prepared for service in the Pacific theater. While the ship proceeded on her voyage, Germany surrendered unconditionally and the European war came to an end.

Prepared for "distant service", *Altair* emerged from the Norfolk Navy Yard on 26 July and set course for the Pacific. Arriving in the Panama Canal Zone on 4 August, the ship remained there for the next eleven days while World War II in the Pacific, hastened to a conclusion by the explosion of two atomic bombs over Hiroshima and Nagasaki, came to an end. *Altair* sailed for Pearl Harbor on 15 August 1945.

Altair reached Pearl Harbor on 6 September 1945 and provided tender services to small ships and craft into the early

spring of 1946. She departed Hawaiian waters for the last time on 27 April 1946 and reached San Francisco on 8 May, slated for disposal within the 12th Naval District. Decommissioned at the Mare Island Naval Shipyard (formerly the Mare Island Navy Yard) on 21 June 1946, *Altair* was transferred to the Maritime Commission on 8 July 1946 and her name struck from the Naval Vessel Register on 21 July 1946. Laid up in the National Defense Reserve Fleet's Suisun Bay, Calif., berthing area, the ship remained there until sold on 9 March 1948 to the Basalt Rock Co., who subsequently removed her from government custody and scrapped her.

II

(AK-257; dp. 4,960; l. 255'3"; b. 62'; dr. 28'6"; s. 16.5 k.; cpl. 250; a. 4 40mm.; cl. *Greenville Victory*; T. VC2-S-AP3)

Aberdeen Victory was laid down under a Maritime Commission contract (MC hull 110) on 20 April 1944 at Portland, Oreg., by the Oregon Shipbuilding Corp.; launched on 30 May 1944; sponsored by Mrs. A. L. M. Wiggins; completed on 22 June 1944; and entered merchant service under contract with the Waterman Steamship Co., under whose flag she supported operations against Japan and took part in the conquest of Okinawa during May 1945. Following the end of the war, the freighter was assigned to the National Defense Reserve Fleet (NDRF) and laid up in the Suisun Bay (Calif.) berthing area.

Transferred to the Navy on 7 July 1951, a little over a year after communist forces invaded the Republic of Korea, the ship was renamed *Altair* on 26 July; classified as a cargo ship and designated AK-257; and commissioned at Baltimore, Md., on 31 January 1952, Comdr. George J. Largess in command.

Assigned to the Atlantic Fleet Service Force, *Altair* was initially based at Norfolk, and visited Annapolis (29 to 31 March) and Guantanamo Bay (26 May to 2 June) during the course of her shakedown. Soon thereafter, she commenced her first deployment to the Mediterranean to support the 6th Fleet, arriving at Gibraltar on 29 June 1952. *Altair* departed that port the following day, and sailed to Golfe Juan, France, arriving there on 2



Altair (AKS-32) underway during 1966; from the appearance of her decks and helicopter landing pad, aft, she is ready to commence an underway replenishment. Her "Victory Ship" lines are readily apparent in this aerial oblique view. (NH 96650)

July. She remained there until 12 July, when she sailed for Naples, Italy; she steamed thence to Casablanca, French Morocco.

Altair cleared Casablanca for the east coast of the United States on 26 July 1952, and reached Norfolk on 4 August. Anticipating conversion to a stores issue ship, the vessel was redesignated AKS-32 on 12 August 1952. *Altair* was decommissioned at the Norfolk Naval Shipyard on 5 January 1953 and taken to Baltimore, where she underwent conversion at the Maryland Drydock Co. to prepare her for her new role.

Recommissioned at Norfolk on 15 December 1953, the ship rejoined the Atlantic Fleet and, following her shakedown, reported for duty on 20 March 1954. A little over two months later, on 24 May, *Altair* sailed for the Mediterranean, and reached the Hyeres Islands, off the southeast coast of France, on 10 June, for a week's stay. She steamed thence to Naples and Cagliari, Italy, and thence to Golfe Juan, before paying a return call at Naples. She then visited Palma de Majorca before reaching Gibraltar on 11 August en route back to the United States. During her second Mediterranean deployment, the ship also conducted two underway replenishments, with Task Force (TF) 63, from 29 June to 2 July, and on 2 August 1954. Arriving back at Norfolk on 23 August, *Altair* operated between that port and New York and Baltimore through the autumn, ultimately sailing from Norfolk on 15 November for Gibraltar and her third deployment with the 6th Fleet. Over the next few months, *Altair* called at Gibraltar, Naples (thrice); Barcelona, Spain; Genoa, Italy; Cartagena, Spain; Mers-el-Kebir, and Algiers, before she closed out that deployment at Gibraltar on 24 February 1955 and sailed for Norfolk.

In May 1955, her home port was changed to Barcelona, and she cleared Norfolk for her permanent station in the Mediterranean on 26 May 1955, bound for Gibraltar. In August 1962, her home port was shifted to Naples. From time to time she returned to the United States for overhaul and modification. In 1959 she received a helicopter landing platform to enable her to carry out early vertical replenishment operations. She also received a complete material handling system which included new elevators, fork lifts, trucks, conveyor belts, and the first electronic accounting system to be placed on board a ship. This greatly facilitated her task of keeping track of the more than 25,000 items on her general stores inventory.

Altair's helicopter rescued an Air Force fighter pilot on 8 September 1961 after he had had to bail out off the coast of Spain. On 17 March 1962, *Altair* sent a rescue and assistance detail to aid the distressed Italian passenger ship *Venezuela* off Cannes. While a damage control party operated portable pumps to contain flooding, *Altair's* corpsmen helped over 800 passengers to leave the liner. A few weeks later, she provided emergency medical assistance to a critically ill Greek national on the island of Koso in the southern Aegean Sea; her helicopter flew the patient to Athens for further treatment. On 17 August 1962, the ship took part in relief operations for homeless repatriates in Algeria by taking 1,000 tents to Bone.

Altair returned to the United States in October 1962 for overhaul but was abruptly ordered to the Caribbean to replenish American warships enforcing the quarantine of Cuba. After this crisis subsided she proceeded to Boston for an overhaul which lasted into the spring of 1963.

The stores issuing ship departed Norfolk on 18 May and reached Rota, Spain, on the 30th. On 13 June, she assisted in the rescue of an Italian man who had fallen from the seawall while fishing at Naples.

In June 1965, *Altair's* home port was changed to Norfolk; and she operated from that base until reporting to the Inactive Ship Maintenance Facility to Portsmouth, Va., on 31 December 1968. She was decommissioned on 2 May 1969 and transferred to the Maritime Administration (MarAd) on 1 May 1973.

Her name was struck from the Naval Vessel Register on 1 June 1973, and the former stores issue ship was laid up in the James River berthing area of the NDRF. She was transferred permanently to MarAd on 1 September 1971; and, on 31 January 1975, she was sold for scrapping to Luria Brothers & Co.

III

(AKR-291: dp. 55,355 (f.); l. 947'; b. 105'; dr. 37'; s. 33.0 k.; cpl. 44; cl. *Algo*; T. SL-7)

The third *Altair*—a fast sealift ship—was built at Emden, West Germany, by the *Rhein Stahl Nordseewerke*, as the SL-7 type containership *Sea-Land Finance*, and entered mercantile service in September 1973. Assigned the name *Altair* and the classification AK-291 on 15 October 1981, the ship was acquired by the Navy on 1 May 1982 to serve the needs of the Rapid Deployment Force (later the Afloat Prepositioning Force). Reclassified as AKR-291 on 1 November 1983, *Altair* underwent conversion at the Avondale Shipbuilding Company's Westwego, La., yard, and was dedicated in ceremonies at the conversion yard by Mrs. Bonnie Livingston, the wife of Congressman Robert L. Livingston, on 9 November 1985.

Altamaha

A river and a sound in the state of Georgia. *Altamaha* was also the name of a town established in 1540 upon a site located in the present-day state of Georgia. *Altamaha* was mentioned in the journals of Hernando De Soto's expedition.

(AVG-6: dp. 7,886; l. 492'; b. 69'6"; ew. 112'; dr. 25'6"; s. 16 k.; cpl. 970; a. 2 5", 20 40mm.; cl. *Bogue*; T. C3-S-A2)

AVG-6 was laid down under a Maritime Commission contract (MC hull 160) on 15 April 1941 at Pascagoula, Miss., by the Ingalls Shipbuilding Corp.; named *Altamaha* on 7 January 1942 but the name was cancelled on 17 March 1942; launched on 4 April 1942; sponsored by Mrs. Phillip Seymour, wife of Capt. Seymour; redesignated ACV-6 on 20 August 1942; acquired by the Navy on 31 October 1942 and simultaneously transferred to the United Kingdom. That same day, the ship was renamed HMS *Battler* and commissioned by the Royal Navy.

Battler served the Royal Navy throughout World War II, operating for the most part on convoy escort and antisubmarine warfare missions in the North Atlantic. In September 1943, she supported the invasion of Italy at Salerno. The ship was redesignated CVE-6 by the American Navy on 15 July 1943. She was returned to the custody of the United States on 12 February 1946. She was struck from the Navy list on 28 March 1946. She was sold on 14 May 1946 to the Patapsco Steel Scrap Co., Bethlehem, Pa., and was subsequently scrapped.

I

(CVE-18: dp. 15,700; l. 495'8"; b. 69'6"; dr. 26'; s. 17.6 k.; cpl. 1,205; a. 2 5", 16 40mm., 27 20mm.; cl. *Bogue*; T. C3-S-A1)

Altamaha (CVE-18) was laid down under a Maritime Commission contract (MC hull 235) on 19 December 1941 at Tacoma, Wash., by the Seattle-Tacoma Shipbuilding Corp.; launched on 25 May 1942; sponsored by Mrs. Thomas S. Combs, the wife of Comdr. Combs who was the commanding officer of seaplane tender *Casco* (AVP-12); and commissioned on 15 September 1942, Capt. J. R. Tate in command.

Following brief sea trials, *Altamaha* got underway for San Diego, Calif., on 27 October in company with *Kendrick* (DD-612). While they were en route, *Kendrick* spotted a submarine and claimed that members of her crew had seen three torpedoes which had been fired at the escort carrier. However, no one on *Altamaha* observed any of the torpedoes. The voyage continued uneventfully, and the ships reached San Diego on the 31st. The carrier then took on aircraft and passengers and sailed in convoy on 3 November for the southwest Pacific.

Upon reaching Espiritu Santo on 24 November, she delivered part of her cargo and continued on to New Caledonia. She reached Noumea on 28 November and commenced a period of flight operations and training exercises. The vessel returned to Espiritu Santo on 30 December, but continued on to the Fiji Islands and touched at Nandi on 13 January 1943 before beginning another period of operational training.

In early February, *Altamaha* paused off Funafuti, Ellice Islands; loaded cargo and personnel on to barges and sent them ashore. The carrier then proceeded to Hawaii and arrived at Pearl Harbor on 10 February. There, the planes and personnel of Air Group 11 came on board; and the ship set a course for the Fiji Islands on the 19th. She reached Nandi on 28 February,

discharged her cargo, and reversed her course back toward the Hawaiian Islands.

After a short stay in port at Pearl Harbor, the escort carrier got underway on 9 March with replacement aircraft for the flat-tops of the Pacific Fleet. She paused at Palmyra Island on 15 March; continued on to Johnston Island, debarked marine aviation personnel on the 17th; and touched at Midway three days later before reversing course and returning to Hawaii. She remained at Pearl Harbor for one day, 23 March, and then continued on to the west coast.

Altamaha reached San Diego on 1 April and commenced three and one-half months of flight operations off the California coast alternated with upkeep in San Diego. On 13 July, she arrived at Alameda, Calif., to take on planes from the naval air station there. The escort carrier got underway for Australia three days later and made Brisbane on 3 August. Following a 10-day visit to Fremantle, she got underway on the 16th for India and arrived at Karachi on 28 August and delivered 29 Army Air Force airplanes.

On 2 September, the escort carrier reversed her course and steamed back to Australia. She reached Melbourne on the 18th and, at the end of three days there in a leave and upkeep status, got underway for the west coast of the United States. On 8 October, the vessel entered the Mare Island Navy Yard, Vallejo, Calif., for overhaul.

The escort carrier got underway for sea trials on 8 November, paused briefly at Alameda to take on replacement aircraft, and sailed on the 13th for Brisbane. *Altamaha* reached her destination on 30 November and began discharging her cargo. The ship left there on 4 December to return home. Upon her arrival at San Diego on the 21st, she began a period of local operations, carrier qualifications, and repairs.

The ship got underway for Pearl Harbor on 22 March 1944, arrived there on the 28th, and began taking on Composite Squadron 6 for transportation to an operating area 300 miles east of the Marshall Islands. The carrier had been selected to be the nucleus of Task Group (TG) 11.1—which was established for a hunter/killer operation to destroy Japanese submarines operating against the Pearl Harbor-Marshall Islands supply lines—and left Hawaii in company with four destroyer escorts on 30 March. The warships reached their assigned area on 3 April and began their first patrol. The group reported contacting two submarines but did not receive credit for damaging or destroying either. The task group put into Majuro Atoll on 8 April to allow the destroyer escorts to refuel.

The ships sailed on the 11th to carry out a second antisubmarine mission. *Altamaha* was the target of a torpedo attack on the 15th but successfully evaded all four shots. The remainder of the patrol passed uneventfully before TG 11.1 was relieved on 18 April and shaped a course for Pearl Harbor. Following a short upkeep period in Hawaiian waters, the carrier returned to Majuro in early May and operated in an antisubmarine screen off the Marshall Islands for several days before returning to Pearl Harbor on 11 May.

After a two-day layover in Hawaii, *Altamaha* pushed on toward the west coast. Reaching Alameda on the 18th, she entered the shipyard of the United Engineering Co. for repairs and alterations. She resumed operations on the last day in May and headed for Hawaii, laden with aircraft and spare parts.

Having delivered her cargo at Pearl Harbor, *Altamaha* returned to Alameda. From there, she proceeded to San Diego, which she reached on 19 June and spent two days loading men and equipment before departing California on the 21st, bound for the New Hebrides. She reached Espiritu Santo on 7 July; discharged cargo; and, on the 12th, headed for Morobe, New Guinea, where she arrived on 16 July. Having made additional calls at Langemak, New Guinea, and Seeadler Harbor, Manus Island, *Altamaha* arrived back at Espiritu Santo on the 25th. She made one more cruise from this island, during which she visited Seeadler Harbor and Guadalcanal. The carrier departed the New Hebrides on 10 August, bound for Hawaii.

Altamaha paused at Pearl Harbor for two days and then sailed on to San Diego. She spent four days there before getting underway and setting course for Pearl Harbor. She departed Hawaiian waters on 8 September, made port calls at Emirau Island and Seeadler Harbor, and returned to San Diego, where she arrived on 6 October. The vessel next spent three weeks in local operations before getting underway on the 26th for another voyage west.

The escort carrier paused at Pearl Harbor for three days, then sailed for Eniwetok with replacement aircraft and pilots. On 15 November, she reached Ulithi and then carried out flight operations off Ulithi through 14 December, when she got underway for the 3d Fleet replenishment area. On the 16th, the ship joined TG 30.8—which was composed of oilers and replacement carriers—in the Philippine Sea and, the next day, began transferring pilots to *Buchanan* (DD-484). However, heavy seas compelled her to break off that task. By early morning on the 18th, the disturbance had grown into a raging typhoon. By 0900, the escort carrier was laboring heavily and rolling as much as 25 to 30 degrees to either side. An hour later, visibility dropped to zero, and the vessel abandoned all effort to keep station. Almost one-half of the aircraft on board *Altamaha* broke loose and plunged overboard. The ship also experienced problems with flooding in the forward elevator pit. By 1600, the weather was improving, and the ship rode better. Soon she made a rendezvous with other members of TG 30.8.

While the carrier sustained considerable material damage, she suffered no personnel casualties and was able to resume her resupply operations on 19 December. *Altamaha* continued her operations with the replenishment group through early February 1945. During this time, she serviced 3d Fleet units in Philippine waters and made port calls at Guam, Manus, and Ulithi. On 15 February, the ship touched at Pearl Harbor.

Altamaha continued on to the west coast, arriving at Alameda on 26 February. The ship began an availability at the Hunters Point Navy Yard on 3 March during which she was drydocked for routine work below the waterline and repairs to a propeller damaged in the typhoon. The carrier emerged from the yard on 14 March and began loading planes, ammunition, and supplies for transportation to Pearl Harbor.

During the remaining months of World War II, *Altamaha* provided general transportation service from Alameda, San Diego, and Pearl Harbor to various points in the Pacific. Among her stops were Guam, Saipan, Eniwetok, Kossol Roads, and Samar. Following the Japanese capitulation in mid-August, *Altamaha* returned to the west coast for repairs and an overhaul at the Hunters Point Navy Yard. She began sea trials in mid-October and got underway for Pearl Harbor on the 22d. The vessel was then assigned to the "Magic-Carpet" fleet and transported armed forces personnel and equipment throughout the Pacific back to the United States.

On 15 January 1946, *Altamaha* headed to Tacoma, Wash. Deactivation preparations were begun there, and the carrier was placed out of commission, in reserve, on 27 September 1946. The ship was redesignated CVHE-18 on 12 June 1955. Her name was struck from the Navy list on 1 March 1959, and the vessel was sold on 25 April 1961 to Eisenberg & Co., New York City, N.Y., and, later that year, was scrapped in Japan.

Altamaha won one battle star for her World War II service.

Althea

A shrub of the mallow family; the rose of sharon; a hollyhock.

(Sch)

Little is now known of a schooner named *Althea* which served the Union Navy during the Civil War. The first information on her operations comes from a report by Lt. George H. Preble, the commanding officer of the screw gunboat *Katahdin*, to David Glasgow Farragut dated 26 May 1862. Preble tells Farragut that, two days before, the coal vessels *Althea* and *Golden Lead* had anchored eight or nine miles above Natchez, Miss. At the time, several warships of Farragut's West Gulf Blockading Squadron were ascending the Mississippi after capturing New Orleans. On the 28th, while Farragut was descending from Vicksburg in the flagship *Hartford*, *Althea* was lashed to the port side of that screw sloop of war. Upon reaching Baton Rouge, the Union sailors noticed "... that the United States flag which we had left flying over the arsenal had been removed." Farragut sent *Hartford's* chief engineer James B. Kimball into the city with a letter protesting this fact. As the party carrying the message approached the shore a large group of horsemen opened fire on their boat, severely wounding Kimball and two oarsmen. Since *Althea* was tied between *Hartford* and the city, she was cut

loose and "... dropped down stream 200 or 300 yards ..." so that *Hartford's* "... guns could be opened upon the rebels."

The next mention of the schooner *Althea* in naval records is found in two reports—both dated 27 February 1863—by Commodore Henry H. Bell who had taken steam sloop *Brooklyn* to waters off Galveston, Tex., to reestablish the blockade there following the Confederate recapture of that port on New Year's Day 1863. Bell tells Farragut that *Althea* was carrying messages to blockading vessels stationed along the coast of Texas and supplying them with coal.

Finally, in May and November 1863, a schooner named *Althea* was carrying provisions to the warships of the South Atlantic Blockading Squadron off Charleston, S.C. In the absence of evidence to the contrary, it is reasonable to assume that this was the ship which earlier had served in the gulf.

Nothing further is known of the legal status or of the ultimate fate of the schooner or schooners named *Althea* which served the Navy in the gulf and off the South Carolina coast.

I

(ScTug: t. 72; l. 70'; b. 16'4"; dph. 7'; s. 9 k.; epl. 15; a. 1 heavy 12-pdr. sb.)

Alfred A. Wotkyns—a screw tug built in 1863 at New Brunswick, N.J., by Lewis Hoagland—was purchased at New York City by the Navy on 9 December 1863; renamed *Althea* soon thereafter; and fitted out for naval service by Secor and Co., of Jersey City, N.J. Since the logs for her first period of service are missing—presumably lost when she was sunk by a torpedo—we have no record of *Althea's* commissioning date; but, on 24 April 1864, Secretary of the Navy Gideon Welles ordered the commandant of the New York Navy Yard to hurry the tug to Rear Admiral David Glasgow Farragut who then was trying to build up his West Gulf Blockading Squadron for an attack on Mobile, Ala.

About this time, however, Lt. Gen. Ulysses S. Grant was preparing to launch a two-pronged campaign against Richmond: driving south from the Rapidan River with the Army of the Potomac toward the Confederate capital and simultaneously ascending the James River, with a force under Maj. Gen. Benjamin F. Butler, for an amphibious landing at Bermuda Hundred to begin a push through Petersburg. The destructive foray of the Confederate ironclad ram *Albemarle* from the Roanoke River into Albemarle Sound, N.C., on 17 April and her reappearance on 5 May—the day Grant's offensives began—increased Union anxiety over the possibility that the Confederate squadron at Richmond might descend the James, wrest control of that vital stream from the Union flotilla, and wreck Butler's transports and supply ships, stranding his troops in hostile territory where they would be at the mercy of Southern soldiers. To prevent such an eventuality, Welles sent several warships, formerly ordered to the Gulf of Mexico, to Hampton Roads to reinforce the James River Flotilla.

Althea was one of these ships. While the date of her departure from New York is not known, the tug was said to be serving on the James in the dispatch dated 17 June 1864 which reported the locations of the ships of the North Atlantic Blockading Squadron. She had been fitted out with a torpedo spar to be used in attacking any Confederate ironclad which might appear and she was prepared to act as a ram should an opportunity for such employment arise. The tug also served as a tender to Union ironclads in the James.

Late in July, the situation in that river seemed stable enough to permit the Union warships borrowed from Farragut to move on to the gulf. Repaired and prepared for sea by the Norfolk Navy Yard, *Althea* departed Hampton Roads in company with three other tugs on the 26th and reached Mobile Bay on 5 August, the day of Farragut's great victory there.

Too late to participate in the historic Battle of Mobile Bay, *Althea* busied herself in ensuing months supporting Farragut's combatant ships as they joined Army forces in operations against the city of Mobile. On 12 April, the day Mobile finally surrendered, *Althea* struck a torpedo in the Blake River and sank while returning from a run up that stream in which she had dragged primitive sweep gear in an effort to clear the channels of explosive devices. Two members of her crew were killed in the accident, and three others—including the tug's commanding officer, Acting Ensign Frederick A. G. Bacon—were wounded.

Raised and repaired after the Confederate collapse, *Althea* was recommissioned at Mobile on 7 November 1865, Acting Ensign William F. Kilgore in command. She carried out towing chores and performed other varied services there, at Pensacola, and at Key West until—towing the monitor *Sangamon*—she departed the latter port on 10 April 1866. After reaching the Philadelphia Navy Yard on the 18th, she was decommissioned on 25 April 1866 and sold at auction on 8 December 1866. Redocumented *Martin Kalbfleisch* on 10 January 1868, she served as a merchant tug until 1896.

II

(MB: t. 25 (gross); l. 60'; b. 12'; dr. 4' (aft); s. 9½ mph.; epl. 9; a. 1 3-pdr., 2 mg.)

The second *Althea* (SP-218)—a motorboat constructed in 1907 at Steinway (Long Island), N.Y., by the William Whiteley Co.—was formally purchased by the Navy on 15 June 1917 from Mr. James H. Moore more than a month after she had been taken over and commissioned on 12 May 1917, Ens. E. L. Anderson, USNRf, in command.

Assigned to the section patrol in the 9th Naval District, she conducted operations from her base at Detroit, Mich. Laid up for the winter on 14 November 1917, *Althea* returned to duty in May 1918. On 2 August 1919, her name was struck from the Navy list, and she was laid up at the Naval Training Station, Detroit. There, she remained awaiting sale until 18 March 1920 when she sank as a result of ice. The motorboat, still under water, was sold for salvage on 12 May 1920.

Alton, see *Chicago* (IX-5).

Alturas

A city in the northeastern corner of California. It is the seat of government of Modoc County.

(PC-602: dp. 280; l. 173'8"; b. 23'0"; dr. 10'10"; s. 20.2 k. (tl.); epl. 65; a. 1 3", 2 20mm., 2 dep., 2 dct.; cl. PC-461)

PC-602 was laid down on 12 April 1942 at Morris Heights, N.Y., by the Consolidated Shipbuilding Corp.; launched on 13 June 1942; sponsored by Mrs. W. J. Bolen; and commissioned on 16 September 1942, Lt. Comdr. Thomas A. Graham, USNR, in command.

Following shakedown training, the submarine chaser began escorting convoys between New York and Guantanamo Bay, Cuba. After three such missions, she transited the Panama Canal late in December 1942. From January to November of 1943, PC-602 operated along the California coast as a unit of the forces assigned to the Western Sea Frontier. Early in November, she sailed west to Hawaii and, on the 14th, reported for duty with the Hawaiian Sea Frontier. Except for one round-trip voyage to Funafuti in the Ellice Islands in December of 1943, PC-602 spent the remainder of World War II operating as a part of the defenses of the Hawaiian Islands.

Following the end of the war in September of 1945, she continued her service in Hawaii. In March of 1946, she returned to the west coast for inactivation. Listed as inactive since March 1946 on the *Naval Vessel Register* dated 25 July 1946, PC-602 was out of commission, in reserve, by the following January. Berthed at Astoria, Oreg., she remained in reserve for almost a decade and a half. In February 1956, PC-602 was named *Alturas*. A little over four years later in July 1960, her name was struck from the Navy list. She was sold in April 1961.

Altus

A city in the state of Oklahoma.

(PC-568: dp. 450; l. 174'; b. 23'; dr. 10'; s. 20.2 k.; epl. 65; a. 1 3", 1 40mm., 3 20mm., 2 dct.; cl. PC-461)

PC-568 was laid down on 15 September 1941 at Houston, Tex., by the Brown Shipbuilding Co.; launched on 25 April 1942; and

placed in commission at Houston on 13 July 1942, Lt. David A. Smith in command.

Following a brief period of shakedown training, the submarine chaser reported to Commander, Caribbean Sea Frontier, for duty. The vessel carried out convoy and antisubmarine patrols from Key West and Miami, Fla., to various ports in the Caribbean. Among her ports of call were Guantanamo Bay and Havana, Cuba; San Juan, Puerto Rico; Bridgetown, Barbados; Trinidad; Aruba; and Curaçao. In April 1943, *PC-568* reported to Commander, Eastern Sea Frontier, and began a series of convoy and antisubmarine patrols from New York City to Guantanamo Bay.

On 25 March 1944, the submarine chaser departed New York City and proceeded to the United Kingdom. Upon her arrival, the ship reported to Commander, United States Naval Forces, Europe, and became a member of the 12th Fleet. *PC-568* then became involved in preparations for the Allied invasion of France. When the assault troops first went ashore on the beaches of Normandy, on 6 June, the submarine chaser assumed convoy duty in the English Channel and also carried out patrol duty along the French coast.

PC-568 operated in the English Channel through June 1945. In that month, she began providing services to American occupation forces in Germany. The ship remained in this role through 4 October, when she set sail from Bremerhaven, Germany, bound for the United States. She visited Plymouth, England; Ponta del Gada, Azores; and Bermuda, before arriving at Norfolk, Va., on 22 October. Preparations for deactivation of the vessel were then begun at Norfolk. She got underway again on 8 January 1946 to sail to Mayport, Fla. *PC-568* was decommissioned on 30 April 1946 and was laid up in the St. Johns River, Green Cove Springs, Fla. In February 1956, the ship was named *Altus*. Her name was struck from the Navy list on 15 March 1963, and the ship was transferred permanently to the custody of the United States Air Force.

Aludra

A star in the constellation Canis Major.

I

(AK-72: dp. 14,250; l. 441'6"; b. 56'10"; dr. 27'9"; s. 11 k.; cpl. 198; a. 1 5", 1 3"; cl. *Crater*; T. EC2-S-CI)

Robert T. Lincoln was laid down under a Maritime Commission contract (MCE hull 437) on 28 October 1942 at Richmond, Calif., by the Permanente Metals Corp.; launched on 7 December 1942; sponsored by Mrs. Dorothy A. Rainbow; renamed *Aludra* (AK-72) on 30 October 1942; delivered to the Navy on 14 December 1942; and placed in commission at San Francisco, Calif., on 26 December 1942, Lt. Comdr. Dale E. Collins in command.

The new cargo ship joined the Pacific Fleet and held brief shakedown training before departing the west coast on 7 January 1943. She anchored in Dumbear Bay, New Caledonia, on 29 January. The vessel got underway on 2 February for Havannah Harbor, Efate Island, and arrived there two days later. *Aludra* continued on to Espiritu Santo, where she remained from 11 February through 6 May.

The vessel left Espiritu Santo on the 6th in company with *Brooks* (APD-10). The two ships reached Brisbane, Australia, on 11 May and took on cargo. *Aludra* sailed on the 17th for Auckland, New Zealand. She arrived there on 23 May and spent one week in port taking on supplies and equipment. The ship left Auckland on 30 May but returned that same day to repair a steering casualty. She got underway again on the 31st.

Aludra made port calls at Noumea, New Caledonia, and Guadalcanal. She departed the latter port on 22 June, bound for Espiritu Santo. At 0444 on 23 June, a torpedo fired by Japanese submarine *RO-103* hit *Aludra*'s port side and exploded. Approximately five hours later, at 0933, the cargo ship sank in over 2,000 fathoms of water. Two of her crew members were killed and 12 were wounded.

Aludra earned one battle star for her World War II service.

II

(AF-55: dp. 7,050; l. 459'2"; b. 63'; dr. 28'; s. 16 k.; cpl. 292; a. 12 3"; cl. *Alstede*; T. R2-S-BV1)

The refrigerated cargo ship *Matchless* was laid down for the War Shipping Administration under a Maritime Commission contract (MC hull 1202) on 23 August 1944 at Oakland, Calif., by the Moore Shipbuilding and Dry Dock Co.; launched on 14 October 1944; sponsored by Mrs. Harry E. Kennedy; and was delivered to the United States Lines under a bare boat charter on 23 March 1945. That firm operated the ship in the Pacific during the final months of the war and during the first four years following Japan's capitulation. On 11 August 1949, the ship was returned to the Maritime Commission at Mobile, Ala., and she was laid up in the National Defense Reserve Fleet berthing area at Bay Minette, Ala.

In November 1950, the Navy selected *Matchless* for reactivation as it was expanding the Fleet to meet its greatly increased responsibilities resulting from United Nations decision to oppose communist aggression in Korea. The vessel was towed to Camden, N.J., where she was overhauled and converted to a store ship by the New York Shipbuilding Corp. During this work, she received the best and most modern equipment to enable her to carry out her primary mission, underway replenishment. Renamed *Aludra* on 16 January 1951, the ship was placed in commission by the Navy on 19 June 1952, Comdr. Ralph H. Moureau in command.

Assigned to Service Squadron 3, Service Force, Pacific Fleet *Aludra* arrived at Sasebo, Japan, on 28 October 1952 and took up the tasks of supporting Task Force (TF) 77 in strikes along the east coast of Korea and TF 72 in patrols in the East China Sea and off Formosa. Ending her first deployment to the western Pacific, she returned to San Francisco on 4 May 1953.

Thereafter, for more than 16 years, she alternated operations on the west coast of the United States with tours in the Far East resupplying ships serving in the Orient. Among the highlights of her service was her participation in Operation "Passage to Freedom," the evacuation of thousands of Vietnamese refugees from communist-controlled areas of Vietnam after that country had been partitioned in 1954. During the early years of her career, she was considered to be a pioneer in the development of improved and faster methods of fleet replenishment. To help her achieve this end, she received many alterations and tried out a great deal of experimental logistical equipment. The ship again visited Vietnamese waters in March 1965 and, for a bit over three and one-half years thereafter, devoted most of her efforts to supporting American warships fighting aggression there. She left that war-torn country for the last time on 19 April 1969 and headed—via Sasebo, Japan—for home.

Aludra arrived at Oakland on 11 May and, a month later, began preparations for inactivation. Decommissioned on 12 September 1969, she was returned to the Maritime Administration and berthed with the National Defense Reserve Fleet at Suisun Bay, California. She was withdrawn from the reserve fleet on 19 January 1977 for stripping by the Navy prior to sale. She was sold in November of 1977.

Aludra received one battle star for Korean service and eight engagement stars for her operations in Vietnam.

Alvarado

Pedro de Alvarado—who lived from 1495 to 1541—served as second in command to Hernan Cortez during the Spanish conquest of the Aztec empire in Mexico. Later, he led an equally successful expedition to what is now Guatemala and Honduras. Following that conquest, he served as Spanish governor of the new territory.

The schooner *Alvarado* was purchased on 13 August 1861 at Baltimore along with other ships to be filled with stones and then to be sunk in various navigable fairways in the South. Whether or not she was finally so employed is unknown.

I

(Gbt: dp. 106; l. 116'10"; b. 15'6¾"; dr. 6'3" (aft)(f.); s. 19 k. (est.); cpl. 33; a. 1 57mm., 1 37mm.)

Alvarado—a gunboat built in 1895 at Clydebank, Scotland, by the Clydebank Engine & Shipbuilding Co. for the Spanish Navy—was captured by the United States Navy at the fall of Santiago



Alvarado, underway circa 1900; the men on her deck give the reader an idea of the small size of this vessel. Note, too, the size of the national ensign and the commission pennant relative to the size of the ship. (NH 83960)

de Cuba on 17 July 1898 and was commissioned on 4 August 1898, Lt. Victor Blue in command.

During the waning days of the Spanish-American War, she patrolled waters around Cuba. On 12 August, the gunboat participated in the bombardment and capture of Manzanillo located on the southeastern coast of the island. Following the end of hostilities, *Alvarado* continued to cruise between ports of Cuba until November. She began her voyage north on the 6th of November and, after a number of stops along the east coast of the United States, arrived at Washington, D.C., on 3 January 1899. She remained at Washington exactly three months before getting underway again on 3 April. The warship operated along the middle Atlantic coast for about a month before arriving at Portsmouth, N.H., on 5 May. Five days later, she was decommissioned and berthed in the navy yard there.

On 20 September 1900, *Alvarado* was placed back in commission, probably assigned to training duty at the Naval Academy at Annapolis, Md. There is some information to suggest that, about this time, she also cruised the Atlantic coast making port visits for recruiting purposes. In any event, she served as a training platform at Annapolis until 1906. On 22 March 1906, she was decommissioned once more, this time at the Norfolk Navy Yard. On 16 November of that year, she was turned over to the Louisiana Naval Militia for which she served as a training vessel until 1912. She was returned to Navy custody on 21 May 1912, and her name was struck from the Navy list simultaneously. On 10 June 1912, she was sold at New Orleans, La.

Alvin C. Cockrell

Alvin Chester Cockrell, Jr.—born in Hazelhurst, Miss. on 18 September 1918—enlisted in the Marine Corps Reserve on 1

May 1937 and served as an enlisted man until accepting an appointment as 2d lieutenant, USMCR, on 25 June 1940. Over the next two years, Cockrell served at marine barracks at Quantico, Guantanamo Bay, Parris Island, and New River (N.C.). He was appointed a 1st lieutenant on 2 December 1941. Ultimately assigned to Company "B", 1st Battalion, 7th Marines, Fleet Marine Force, he landed with the 7th Marines on Guadalcanal on his 24th birthday, 18 September 1942.

Within a week, the 1st Battalion, 7th Marines, was to conduct a reconnaissance in force of the region between the Matanikau River and the village of Kokumbona, led by the colorful Lieutenant Colonel Lewis B. "Chesty" Puller, USMC, and departed the perimeter of the marine defenses on 23 September. The point of Puller's battalion surprised elements of the Japanese *Oka* Detachment as they were sitting down cooking rice on the slopes of Mount Austen (Mambulo), late the following afternoon, 24 September, south of Lunga Point. The sound of firing having alerted the enemy's main body, a brisk battle ensued; as it developed, 1st Lt. Cockrell, heedless of his own personal safety, led his platoon in assaulting a strongly held Japanese position in the teeth of heavy machine gun and rifle fire. He was killed in the ensuing action, one of seven marines who died in the engagement. For his conspicuous devotion to duty and his exhibition of heroism under fire, Cockrell was posthumously awarded the Navy Cross.

(DE-366: dp. 1,350; l. 306'0"; b. 36'8"; dr. 9'5" (mean); s. 24 k.; cpl. 186; a. 2 5", 4 40 mm., 10 20 mm., 2 dct., 6 dep., 1 dep. (hh.), 3 21 tt.; cl. John C. Butler)

Alvin C. Cockrell (DE-366) was laid down on 1 May 1944 at Orange, Texas, by the Consolidated Steel Corp.; launched on 27 June 1944; sponsored by Mrs. James A. Perkins, the sister of the



Alvin T. Cockrell (DE-366) departs San Diego, in this undated photograph. Note "E" markings on both Mount 51 and 52, and the Escort Division insignia on her stack. (USN 1043597)

late 1st Lt. Cockrell; and commissioned on 7 August 1944 at her builder's yard, Lt. Comdr. Merrill M. Sanford, USNR, in command.

After initial fitting out alongside the City Docks at Orange, *Alvin C. Cockrell* shifted to Galveston, Texas, arriving on 14 October, and continued fitting out at the Todd-Galveston Shipbuilding, Inc., yard. Completing these preparations for service on 25 October, she sailed for Bermuda that afternoon in company with her sister ship *French* (DE-367), for shakedown training. Arriving at noon on the last day of October, the new destroyer escort carried out her shakedown training out of Bermuda until 29 November, after which time she sailed for Boston Navy Yard and post-shakedown availability. Underway from Boston on 10 December, *Alvin C. Cockrell* arrived at Norfolk the following day.

On 15 December, *Alvin C. Cockrell* sailed from Norfolk, and escorted the attack transport *Thomas Jefferson* (APA-30) to the Panama Canal Zone, arriving there on the 20th. Transiting the canal the same day, the destroyer escort then proceeded independently to San Diego, arriving there three days after Christmas of 1944. She sailed thence for the Hawaiian Islands, reaching Pearl Harbor on the afternoon of 7 January 1945.

Alvin C. Cockrell then spent the next several days operating locally out of Pearl Harbor, conducting target practice, serving as a target for a division of motor torpedo boats, undergoing an availability alongside the destroyer tender *Yosemite* (AD-19), and carrying out gunnery exercises with student officers from the Destroyers, Pacific, gunnery school manning gun control stations. On 17 January, the destroyer escort, accompanied by *French*, sailed from Hawaiian waters for the Marshalls as escort for convoy PD-256-T—one transport and five attack transports. Reaching Eniwetok on 25 January, the destroyer escort remained there only briefly, getting underway for the Palaus the following day and convoying the same half-dozen ships she had shepherded from Hawaii. Detaching the transport *Wharton* (AP-7) to proceed independently to Ulithi Atoll, the convoy proceeded on, reaching its destination, Kossol Roads, on the last day of January.

Over the next several weeks, *Alvin C. Cockrell* escorted convoys between Eniwetok, Guam, Saipan, Ulithi, and Kossol Roads, and, when required, served as harbor patrol and air-sea rescue vessel. She carried out her first air-sea rescue mission on 23 February 1945, when she sailed from Ulithi to go to the assistance of a Martin PBM-3D "Mariner" flying boat from Patrol Bombing Squadron 22 that had been forced down by engine trouble. Underway at 1008, *Alvin C. Cockrell* proceeded at flank speed, guided to the scene by a "dumbo" plane overhead.

She put her whaleboat over the side as she neared the "Mariner", to take off the crew and attempt to take the aircraft in tow, and soon had seven of the nine enlisted men (two had remained on board to handle towlines), and the three officers from the crew on board. While the destroyer escort *Manlove*

(DE-36) screened the operation, *Alvin C. Cockrell* managed to get the plane under tow by 0910 the following day, after which time the destroyer escort set out for Ulithi. Unfortunately, soon after the remaining crewmen from the plane were taken on board, the towline parted. Further attempts at salvage by *Manlove* proved fruitless and, ultimately, the "Mariner" (one wing of which had been damaged in the initial attempt to get a line to it) had to be sunk by gunfire.

The next instance of rescue occurred on 22 March 1945, while the ship was stationed on harbor entrance patrol at Apra Harbor, Guam. At 1540 on that day, *Alvin C. Cockrell* received orders to depart from her patrol station for an air-sea rescue mission 12 miles from Orote Point. Once again guided by aircraft overhead, the destroyer escort spotted a life raft and its two occupants shortly before 1800, and by 1804 the ship had brought on board Lt.(jg.) Kenneth B. Coleman, USNR, and Aviation Radioman 3d Class H. Moorhead. Transferring them to a picket boat sent out for that purpose, *Alvin C. Cockrell* then resumed Patrolling her station.

In June, while at Kossol Passage, in the Palaus, she was directed to put to sea to search for reported airplane wreckage. In company with the destroyer escort *Naifeh* (DE-352), she searched the assigned area on 14 June and the days following, but found nothing. A similar search conducted off Peleliu during the waning days of July 1945 also yielded no trace of downed planes or pilots reported in her vicinity.

The final month of the war, August 1945, began with *Alvin C. Cockrell* operating with the Palau Island Patrol and Escort Unit, keeping watch on the by-passed Palaus and the Japanese garrisons there. On 2 August, the ship departed her patrol station on orders to pick up two men from a raft reported by a patrol plane. The two turned out to be Japanese soldiers or laborers attempting to escape from Babelthup and hoping for an American ship to pick them up. *Alvin C. Cockrell* turned them over to a small boat for transfer ashore, and resumed her patrol.

On 5 August, however, while operating in the Peleliu-Angaur antisubmarine screen, *Alvin C. Cockrell* received orders to proceed at full speed to the scene of the sinking of the heavy cruiser *Indianapolis* (CA-35). She arrived in the area at 0600, and commenced a search in company with the destroyers *Madison* (DD-425), *Helm* (DD-388), and *Ralph Talbot* (DD-390), and the destroyer escort *Dufilho* (DE-423). One flying boat orbited overhead.

With each ship proceeding to cover an assigned sector, *Alvin C. Cockrell* began finding grim evidence of the tragedy that had befallen the cruiser. She sighted two empty rubber rafts at 1007, and recovered an unidentified body at 1115, quickly burying it at sea. A half-hour later, at 1145, the ship spotted several other corpses—six of which were given a burial soon thereafter. Only one of the six was identifiable, and the advanced state of decomposition in all indicated that they had been dead for several days.

Many had life jackets, and a few had clothing. The destroyer escort sighted very little debris or wreckage by that point, and "no signs of any live survivors." Eventually ordered to break off the search and return to her regular operating base, *Alvin C. Cockrell* departed the area at 0622 on 6 August to return to Peleliu.

The end of the war in mid-August saw *Alvin C. Cockrell* still assigned local operations out of Peleliu. These lasted until 19 August, when she joined other units of Escort Division (CortDiv) 86 at Ulithi. She then proceeded to Okinawa for duty with the 5th Fleet, reporting on 26 August.

Alvin C. Cockrell departed Buckner Bay on 9 September 1945, bound for Japan with Task Unit (TU) 56.5.2—one light cruiser, an escort carrier, a dock landing ship, two hospital ships, a seaplane tender and a Coast Guard cutter; three destroyer escorts (including *Alvin C. Cockrell*) and three fast transports (converted from destroyer escorts) rounded out the screen. Steaming for Wakanoura Wan to evacuate Allied prisoners of war (POWs), the task unit reached Kii Suido and entered Wakanoura Wan in the wake of the minesweeping group on 11 September. The task unit anchored at 1820 that day. With the completion of the evacuation—part of her ship's company serving on ashore during that time—on 15 September, the destroyer escort was assigned to Task Force 51 the same day.

After riding out a typhoon that swept through the area on 17 and 18 September, *Alvin C. Cockrell* operated as one of four destroyer escorts serving as the mine screen for the escort carriers *Makin Island* (CVE-93) and *Santee* (CVE-29), as those ships' planes covered the occupation of Wakayama on 24 to 26 September. During this period, the destroyer escort sank two Japanese mines with gunfire.

Soon thereafter, *Alvin C. Cockrell* departed Wakanoura Wan in company with *French* and screening *Siboney* (CVE-112), putting to sea with a search group on 7 October to rendezvous with other ships looking for a PBM believed down at sea; among the "Mariner's" passengers was Rear Admiral William D. Sample, who was along on the flight to familiarize himself with the area. The special search mission continued on 8 October, and, with short breaks for refueling, continued over the ensuing days until the search was ordered abandoned on 17 October.

Proceeding to Yokosuka, *Alvin C. Cockrell* stood out of that port on 24 October as part of the screen for *Siboney* and *Puget Sound* (CVE-113) as the carriers' planes covered the occupation of Nagoya. The destroyer escort returned to Wakanoura Wan on 26 October, but sailed thence for Yokosuka the following day, arriving on the 28th. During November and December 1945, *Alvin C. Cockrell* served as courier ship between Yokosuka, Kure, and Wakayama, shuttling passengers and mail between those ports. She interrupted this routine briefly on 10 and 11 November when she operated with *Siboney* as the escort carrier conducted gunnery drills and flight training.

Relieved from duty with the 5th Fleet on 2 January 1946, *Alvin C. Cockrell* sailed for the United States. She touched briefly at Pearl Harbor on 14 January, and later proceeded thence to the west coast, reaching San Francisco on 22 January. Decommissioned and placed in reserve at San Diego on 2 July 1946, *Alvin C. Cockrell* remained inactive until returned to active duty with the buildup of the fleet during the Korean War.

Recommissioned on 27 June 1951, Lt. Comdr. Thomas R. Pearson in command, *Alvin C. Cockrell* was assigned to Escort Squadron (CortRon) 3, and over the next two years served as a training ship for the Fleet Sonar School, San Diego. She conducted antisubmarine warfare (ASW) type-training exercises, and served as courier ship between San Diego and Long Beach.

Deploying to the western Pacific (WestPac) for the first time since the end of World War II, *Alvin C. Cockrell* sailed for the Far East in August 1953. She served as station ship at Hong Kong, for three months before she proceeded to the Philippine Islands and visited Sangley Point and Subic Bay. She also visited Bangkok, Thailand, during this deployment, and operated for two weeks in the Gulf of Siam, training sailors from the Thai Armed Forces Academy at Sattahip, in gunnery and engineering. Returning to San Diego by way of Guam, Midway, and Pearl Harbor, the destroyer escort reached San Diego in March 1954, and operated locally into the autumn of 1955. Her regular overhaul at the Long Beach Naval Shipyard, conducted during March and April 1955, punctuated that period of local operations, and saw the ship being converted for service as a flagship.

Deploying to the Far East again in October 1955, *Alvin C.*

Cockrell was designated flagship of CortRon 3 in December 1955. During the course of this cruise, the ship participated in a wide variety of evolutions, ranging from hunter-killer exercises to covering Marine Corps amphibious landings and convoy escort duties. Her ports of call on this WestPac cruise encompassed Hong Kong, Keelung and Kaohsiung, Taiwan; Okinawa; and the Japanese ports of Atami, Sasebo and Yokosuka. Returning to San Diego at the end of March 1956, *Alvin C. Cockrell* spent the next nine months engaged in local operations out of that port, serving as sonar school ship and participating in several minor ASW training operations. Highlighting the latter period was the ship's participation in a fleet review at San Diego on 14 September 1956.

During 1957, *Alvin C. Cockrell* deployed to WestPac with CortRon 3, visiting the southern and western Pacific. During the course of this cruise, she visited Kwajalein Atoll, in the Marshalls; Auckland, New Zealand; Manus, in the Bismarck Archipelago; Yokosuka, Japan; Okinawa; Kaohsiung; Singapore; Hong Kong; Corregidor, Subic Bay, and Manila. She participated in exercise "Beacon Hill" in the Philippines; a SEATO (South East Asia Treaty Organization) exercise, "Astra", in the Gulf of Siam and South China Sea with units of the British, Australian, New Zealand, French, and Thai Navies; and spent a month on surveillance patrols in the Carolines, Marianas, and Bonins, visiting several islands famous in World War II: Guam, Ponape, Iwo Jima, Truk, Tinian, and Saipan. Returning to San Diego in early July, via Midway and Pearl Harbor, *Alvin C. Cockrell* underwent her regular overhaul at the Mare Island Naval Shipyard between October 1957 and January 1958.

For the first six months of 1958, the destroyer escort deployed to the central and western Pacific; her ports of call included Yokosuka, Hong Kong, and Subic Bay. She participated in a joint Air Force-Navy "Handclasp" project, a 7th Fleet weapons demonstration for Asian political and military leaders, and spent two of the six months in the Carolines, Marianas, and Bonins, on surveillance patrol. She returned to San Diego in mid-June 1958, via Midway and Pearl Harbor as in previous deployments.

After she had brought her fourth WestPac deployment to a close, *Alvin C. Cockrell* was assigned Naval Reserve Training (NRT) ship duties with Reserve Escort Squadron 1, on 1 July 1958, homeported at San Francisco. Decommissioned on 17 January 1959, the ship was designated a Group II destroyer escort in the ASW surface component of the selected reserve and remained "in service" to provide underway training for her own selected reserve crew of inactive reserve officers and men. Two active duty officers and 36 enlisted men maintained the ship, and on the third weekend of each month, a reserve crew of 161 officers and men would embark to steam and train their own ship. For two weeks each year the reserve crew would embark, and, integrated with the active duty men, would carry out a two week reserve training cruise. In May 1959, the ship moved to her new home port, the Naval and Marine Corps Reserve Training Center at Alameda, Calif.

For the next two years the ship maintained this routine, until the Berlin crisis in the autumn of 1961 resulted in a call-up of reserve units. In September 1961, President John F. Kennedy directed that all ASW surface components of the selected reserve forces report for active duty on 1 October 1961. Accordingly, *Alvin C. Cockrell* was recommissioned on 1 October 1961, Comdr. Robert A. Bush in command. After the ship underwent a routine overhaul, her home port was changed to Pearl Harbor. She sailed for Hawaii on 2 January 1962, and took part in a large-scale, opposed-entry exercise at Pearl Harbor ten days later.

Increased tensions in the Far East soon resulted in *Alvin C. Cockrell's* sailing for that area of the globe; following refresher training, the destroyer escort departed Hawaiian waters on 24 February 1962 with CortDiv 72, which consisted of *Alvin C. Cockrell* (flagship), *Vammen* (DE-644), *Marsh* (DE-699) and *Charles E. Brannon* (DE-446). Proceeding to Subic Bay via Guam and Miday, *Alvin C. Cockrell* reported for duty with Task Force 72 upon arrival at Subic on 11 March 1962.

One week later, on 18 March, *Alvin C. Cockrell* sailed for Danang, Republic of Vietnam, for operations with units of the South Vietnamese Navy. She conducted intensive training assistance with units of that force, improving general ship-to-shore communications and providing on-the-job training for Vietnamese sailors.

Visiting Hong Kong from 5 to 11 April 1962, *Alvin C. Cockrell*

then proceeded to Subic Bay, for tender availability alongside *Delta* (AR-9). Following that period of repairs and upkeep, the destroyer escort sailed for the Gulf of Siam, and conducted operations there between 20 April and 2 May. She conducted a four-day port visit to Saigon, the capital of South Vietnam, and then returned to Subic Bay. *Alvin C. Cockrell* ultimately sailed for Yokosuka on 21 May, and then participated in exercises the first week of June. Proceeding via Midway, the destroyer escort reached Pearl Harbor on 18 June 1962, and commenced a two-week availability alongside the destroyer tender *Bryce Canyon* (AD-36).

Sailing thence for San Francisco, *Alvin C. Cockrell* reached her destination on 17 July 1962, and was decommissioned on 1 August 1962, reverting to "in service" status as a Group II NRT ship. She remained in that status for the rest of her career. During 1963 her two-week active training cruise took her to Hawaiian waters. In 1964 she conducted intensive refresher training at San Diego. The cruise for August 1965 found the ship visiting the Canadian ports of Vancouver and Esquimalt. In 1966 she operated out of San Diego. In the summer of 1967, the ship visited Vancouver and Seattle, Wash., in the course of her two-week cruise.

Decommissioned on 20 September 1968, *Alvin C. Cockrell* was struck from the Naval Vessel Register on 23 September 1968. Her hulk was subsequently utilized in weapons testing, and she was sunk on 19 September 1969.

Amabala

Alabama spelled backwards.

(ScStr: dp. 6,650; l. 306'6"; b. 42'2"; dr. 22'6" (mean); s. 10.2 k.; cpl. 45; a. 1 3")

Northtown—a steel-hulled, single-screw tanker—was built in 1901 at South Chicago, Ill., by the Chicago Shipbuilding Co. for a C. Counselman of Chicago, Ill. From 1902 to 1907, the tanker carried oil on the Great Lakes, out of Fairport and Cleveland, Ohio, initially for Counselman but later for the Texas Co. In 1907, the ship apparently commenced operations out of Port Arthur, Texas. Reboilered at William Cramp and Sons' Shipyards in Philadelphia, Pa., in 1914, *Northtown* was renamed *Alabama* sometime soon thereafter.

Taken over for operations with the Naval Overseas Transportation Service (NOTS) and assigned the identification number (Id. No.) 2185, *Alabama* was renamed *Amabala*—probably to avoid confusion with *Alabama* (Battleship No. 8)—and commissioned on 21 August 1918 at the Robins' Dry Dock, Brooklyn, N.Y., Lt. Comdr. George Nicholas Siefert, USNRF, in command.

After a short drydocking at Robins' yard, *Amabala* shifted to the Tidewater Oil Co., Bayonne, N.J., and there took on a cargo of oil between 25 and 27 August. Anchoring off Tompkinsville on the 28th to await the formation of a convoy, she sailed on 30 August for Nova Scotia, reaching the port of Sydney on 4 September. The following day, the tanker weighed anchor and proceeded out in convoy, bound for the British Isles.

Amabala reached her destination, Berehaven, Ireland, on 17 September and, over a week later, commenced active fueling operations. Her first customers, on 27 September, included *Utah* (Battleship No. 31), *Nevada* (Battleship No. 36), and *Oklahoma* (Battleship No. 37), followed by the destroyers *Stevens* (Destroyer No. 86), on 12 October, and *Terry* (Destroyer No. 25), *Conyngham* (Destroyer No. 58), and *Allen* (Destroyer No. 66), on the 14th. Over the next few days, she fueled *Oklahoma* and *Nevada* again, and the destroyers *Duncan* (Destroyer No. 46), *Conyngham* and *Stevens*, and *Beale* (Destroyer No. 40).

On 5 November, *Amabala* departed Berehaven at 0720, reaching Queenstown, Ireland, later that afternoon. The following day, she took on a cargo of oil from the British merchant tanker, *SS Konakry*. Underway at 0800 for the return trip to Berehaven on 8 November, *Amabala* shipped waves over the port bow and port side, the sea carrying away the flukes from her starboard anchor during the passage. She anchored at her "home port" shortly before midnight on the same day.

When the armistice was signed on 11 November, the ship was anchored at Berehaven. Four days later, she fueled familiar customers: *Utah*, *Nevada*, and *Oklahoma*. Over the next week, she replenished the depleted fuel bunkers of seven more destroy-

ers and *Oklahoma* and *Utah* once again. *Amabala* departed the British Isles on 1 December and proceeded to Brest to provide logistics support for a sizeable American battleship force expected there. She reached France on the 4th. Two days later, she shifted her anchorage onto the "flats" of Brest harbor, the ship resting on the bottom at low water, to make room for the expected capital ships.

At 0800 on 13 December, *Amabala* full-dressed ship with the stars and stripes flying proudly from her fore and main. At noon, nine American battleships, preceded by a destroyer, stood in through the light mist—an impressive sight. Some 45 minutes later, *Pennsylvania* (Battleship No. 38), and the majestic transport *George Washington* (Id. No. 3018), the latter bearing President Woodrow Wilson, stood in, escorted by a covey of destroyers. That evening, *Amabala* went alongside *Pennsylvania* and pumped 1,753 tons of fuel oil into that battleship's depleted bunkers. The next day, the tanker refueled *Utah* and *Oklahoma*, the destroyers *Fairfax* (Destroyer No. 93) and *Winslow* (Destroyer No. 53); and the tug *Dreadnaught* (SP-1951) on the 15th—the last replenishment of a Navy ship that she would conduct. On the 16th, she weighed anchor and proceeded out to sea, bound for the United States.

Arriving off Tompkinsville, Staten Island, on 5 January 1919, *Amabala* tarried there only briefly before getting underway again, bound for Philadelphia. After pushing her way through fields of thin ice on the Delaware River, *Amabala* arrived off the Cramps' shipyard on the morning of 11 January. Decommissioned there on the afternoon of 27 February 1919, she was turned over to her prewar owners at Pier 3, North Wharves, Philadelphia, soon thereafter.

Amabala soon resumed her old name, *Alabama*, and again began carrying petroleum cargoes for the Texas Co. She continued that service through World War II, operating out of Port Arthur until after the war, when she commenced sailing from the port of Wilmington, Del. Although transferred to Venezuelan registry in 1946 or 1947, she retained her name, *Alabama*, and her affiliation with the Texas Co. (of Venezuela) into the early 1950's, operating from Caracas. She disappeared from shipping registers in 1951, and her ultimate fate is not recorded.

Amador

A county in the state of California.

(AK-158: dp. 7,450; l. 338'6"; b. 50'; dr. 21'1"; s. 11.5 k.; cpl. 79; a. 1 3", 6 20mm.; cl. *Alamosa*; T. C1-M-AV1)

Amador (AK-158) was laid down under a Maritime Commission contract (MC hull 2103) on 27 December 1943 at Richmond, Calif., by Kaiser Cargo Inc.; launched on 15 June 1944; sponsored by Mrs. S. J. Davis; acquired by the Navy on 10 August 1944; commissioned on 9 October 1944; decommissioned at Portland, Oreg., on 23 October 1944 to undergo conversion to an ammunition tender by the Commercial Iron Works; and recommissioned on 25 November 1944, Lt. Fred W. Beyer in command.

Amador got underway early in December for shakedown training off San Pedro, Calif. She loaded cargo and ammunition at the Mare Island Navy Yard, Vallejo, Calif., then sailed for Eniwetok on 11 January 1945. The ship reached Eniwetok on the 29th and was routed on to Ulithi. Upon her arrival there on 18 February, *Amador* was assigned to Service Squadron 10.

Amador remained at Ulithi through 15 March for ammunition handling operations. She next set sail on the 16th for Leyte, Philippines, via Kossol Roads. The ship anchored in San Pedro Bay on 22 March and began issuing ammunition to ships of the fleet, as well as reworking defective projectiles and fuses. On 23 October, she moved to Guinan roadstead, Samar, and began receiving ammunition from ammunition lighters for transportation back to the United States.

On 12 November, *Amador* got underway for Seattle, Wash. She arrived in Puget Sound on 8 December and remained in that area until 29 March 1946, when she began preparations for deactivation. She was decommissioned on 20 June 1946, and her name was struck from the Navy list on 19 July 1946. The ship was transferred to the Maritime Commission on 23 July 1946. She was subsequently sold and fitted out for service as a merchant ship.

Amagansett

A town located on the southern coast of Long Island, N.Y., near its eastern tip.

(Trawler: t. 145 (gross); l. 123'6"; b. 19'6"; dr. 10' (aft); s. 7.8 k.; cpl. 26; a. 2 1-pdr.s.)

Amagansett (SP-693)—a trawler built in 1879 at Kennebunk, Maine—was chartered by the Navy from Mr. E. Benson Dennis of Cape Charles, Va., on 18 May 1917, the day after she was placed in commission at Norfolk, Va., Ens. J. L. Brooks, USNRF, probably in command.

Fitted out for service as a minesweeper, *Amagansett* spent her entire Navy career based at Norfolk, Va., patrolling the waters of the 5th Naval District. She continued to serve the Navy for four months following the armistice of 11 November 1918. She was placed out of commission on 12 March 1919 and returned to her owner. Her name was struck from the Navy list that same day.

Amalia IV

After she was taken over by the Navy on 18 June 1918 for service in World War I, *Amalia IV* was renamed *Idalis* (q.v.).

Amanda

(Bark: t. 368; l. 117'6"; b. 27'9"; dph. 12'6"; cpl. 71; a. 6 32-pdr. sb.)

Amanda—a wooden-hulled bark built in 1858 at New York City—was purchased there by the Navy on 6 August 1861. Since no logs recording this vessel's operations prior to 7 November 1862 have survived, the date of her commissioning is unknown; but—since she arrived in Hampton Roads on 29 October 1861 and her commanding officer, Acting Volunteer Lieutenant Nathaniel Goodwin, reported for duty in the North Atlantic Blockading Squadron—we know that her active career began somewhat earlier.

The bark joined the forces blockading Wilmington, N.C., on 8 November; and, but for occasional runs back to Hampton Roads for provisions and water, she operated off that vital Confederate port through most of the winter. Then, somewhat the worse for wear after battling the constantly rough seas off the North Carolina coast, she headed for the Virginia capes late in February 1862 and reached Hampton Roads on the evening of the 26th to receive repairs and to obtain fresh provisions. There, during a severe storm on the 3d of March, she dragged anchor and fouled sister blockader *Braziliera*, causing considerable harm to both ships. The need to patch the damage caused by this accident delayed *Amanda's* return to Wilmington and thus allowed the bark to play a minor, but important, role in the most memorable naval action of the Civil War. A glance back to the early days of the conflict should shed light on her past in this drama.

When Virginia seceded from the Union, the Navy tried to remove its warships from the Norfolk Navy Yard; but sunken light boats obstructed the channel between Craney Island and Sewell's Point and prevented the escape of *Merrimack* and several other Federal men-of-war. Therefore, Union sailors put the torch to this screw frigate and scuttled her as they evacuated their strategically important, but untenable, base up Virginia's Elizabeth River. Once in control of the shipyard, Southerners raised this vessel and rebuilt her as an ironclad ram. Renamed *Virginia*, the former Federal warship, left the Elizabeth on 8 March 1862 and attacked her erstwhile sister ships in Hampton Roads, destroying sailing frigates *Cumberland* and *Congress*. During the engagement, both sailing frigate *St. Lawrence* and steam frigate *Minnesota* ran aground; and steam frigate *Roanoke* came dangerously close to being likewise stranded as her keel plowed through mud during her maneuvers to move into action. Upon the approach of darkness, *Virginia* retired behind Sewell's Point and anchored for repairs.

These setbacks to the Union fleet prompted orders to the captain of the powerful chartered tug *America* to go to the assistance of *Minnesota*; but her master "... refused to get up steam on the vessel" To meet this emergency, *Amanda's* execu-

tive officer, Acting Master Richard J. Hoffner and a crew of 12 from the bark boarded the tug and enabled her to join other Union steamships in labors which enabled *Roanoke* to reach the comparative safety of deeper water. They also refloated *Minnesota*; but soon she again ran aground.

Meanwhile, on the evening of the 8th, *Amanda* moved to a position near the inner lightship at the mouth of Chesapeake Bay to await the Union Navy's eagerly expected champion, *Monitor*. When that innovative ironclad arrived, Goodwin explained the tactical situation to her commanding officer, Lt. John L. Worden, and permitted Acting Master Samuel Howard to leave the bark temporarily so that he might pilot *Monitor* to a position close to *Minnesota*. When *Virginia* reappeared the following morning, *Monitor* intercepted the ram as she headed toward *Minnesota* and checked her advance in an inconclusive ensuing battle which lasted about four hours before *Virginia* withdrew.

That morning, Capt. John Marston, the senior Union naval officer in the vicinity, directed Goodwin to proceed without delay in *Amanda* to Baltimore, a safer place in which her repairs could be completed. The dispatch reached Goodwin at noon; and, "... considering it as a peremptory order admitting of no delay ..." he weighed anchor immediately, without waiting for the bark's absent officers and crewmen to return on board. Towed by the steamer *Currituck*, the bark proceeded up Chesapeake Bay and arrived at Baltimore the following day.

While she was there, Secretary of the Navy Gideon Welles reassigned *Amanda* to the East Gulf Blockading Squadron on 27 March 1862. She reached Key West, Fla., on the night of 18 and 19 April and promptly began cruising between Tortugas and Cuba, staying close to the coast of the latter in the hope of intercepting vessels operating between Havana and Confederate ports. During this assignment, which continued into the summer, she captured the 487-ton *Suan* some 35 miles south by west of Tortugas about midday on 24 May. This Confederate steamer had escaped from Mobile with 900 bales of cotton and 200 barrels of resin to be delivered to Havana.

The bark seized an unnamed slave ship some 20 miles northwest of Mariel, Cuba. Goodwin arrested and took on board his own ship the 11 men "... all intoxicated and inclined to be troublesome ..." who had manned the bark and replaced them with a crew from *Amanda* who took the prize—which, the day before, had delivered 750 blacks to Cuba—to Key West. There she was condemned in admiralty court.

On 30 June 1862, Goodwin resigned his commission and was relieved by Acting Volunteer Lieutenant George E. Welch in command of the bark. At this time *Amanda* ended her cruising out at sea and took station off the eastern entrance to St. George's Sound, Fla., her area of service for the remainder of her career.

There, on 20 March 1863, Welch—having heard that a schooner in the Ocklockonee River was loading cotton—ordered his executive officer to lead an expedition to that stream to capture this potential blockade runner. That morning, Acting Master Hoffner—with two other officers, a pilot, and 27 men—left the bark and proceeded in her launch and the tender sloop *Brockenborough* to the mouth of the Ocklockonee which he finally reached after a three-day struggle against heavy seas, contrary winds and tides, and tropical vegetation which clogged the marshy waters of St. George's Sound. Up this small stream, the Union sailors found "... a dismasted vessel lying close to [the river's] starboard bank ..." While the Union party approached the Southern ship, the people who had been on board her escaped to shore in boats. When his party reached the schooner *Onward*, Hoffner tried to tow her back toward the sound; but, after two hours of rapid rowing, the prize grounded as the tide ebbed.

Afloat again the next morning, the expedition resumed its movement seaward, but took the wrong channel and soon again struck bottom. The most strenuous efforts failed to free the schooner. About noon, while Hoffner was waiting for the rising tide to refloat *Onward*, some 40 Confederate horsemen and about three or four times as many foot soldiers appeared and opened fire on the expedition. Some bluejackets fought back with their muskets, others fired the party's howitzer, while the remaining men set fire to the schooner. After fighting for about one and one-half hours, Hoffner ordered his force to escape in the tender and the launch. Both scraped on the bottom but were kept in motion by wading sailors who dragged the boats for about half a mile over mud flats before reaching sufficiently deep water. Throughout the retreat, Confederate riflemen kept the party under fire, killing one man outright and wounding eight others.



Amazonas arrives at the New York Navy Yard in mid-April 1898, riding very high in the water. The receiving ship (ex-ship-of-the-line) *Vermont* lies in the background (L). (NH 75495)

Hoffner was among the latter with a Minie ball lodged in his neck. Once both boats were safely afloat, they made for the St. Mark's blockade where they were received on board the Union steamer *Hendrick Hudson*.

Amanda continued to serve on the blockade of St. George's Sound into the spring. Late in May 1863, the barometer began falling rapidly along the gulf coast; and, by the 27th, the storm had grown to hurricane intensity. *Amanda*, on blockade duty just inside the east entrance to St. George's Sound, was driven ashore on Dog Island. Two days later, her crew destroyed the bark to prevent her falling into Southern hands.

Amanda Moore

(Tug: t. 121; l. 100'; b. 21.8'; dr. 8'3" (mean); s. 8 k.)

Amanda Moore—a tug built at Scranton, Mass., in 1900 and owned at the outset of World War I by the Wilmington (Del.) Towing Co.—was inspected by the Navy, in the 5th Naval District, on 1 April 1918. However, the ship's sparse records indicate that the condition of the vessel's hull was "bad" and may have led to a decision not to take her over. Yet, some sources indicate that she was returned to her previous owners on 5 May 1919 and struck from the Naval Vessel Register on 12 May, one week later. If this is true, she did come under Navy custody at some time; but, should this be the case, she probably did not have any active service since no record of any operations by the tug have been found.

Amaranth

A legendary plant whose flowers are supposed never to fade, even when cut.

(LHT: dp. 975; l. 166'0"; b. 28'0" (wl.); dr. 13'0"; s. 10.4 k.; cpl. 29; a. none)

The contract for the construction of *Amaranth*—a schooner-rigged, twin-screw wooden steamer authorized on 30 August 1890—was signed on 10 May 1891. Launched on 18 December 1891, the lighthouse tender was accepted by the United States Lighthouse Service on 14 April 1892 and operated on the Great Lakes from her base at Detroit until the United States entered World War I.

Transferred to the Navy by the Executive order of 16 April 1917 which placed the Lighthouse Service under the control of the Navy Department, *Amaranth* was assigned to the 9th Naval District, but continued to serve much as she had done before the war. Following the armistice, she was returned to the jurisdiction of the Department of Commerce with the rest of the Lighthouse Service under an Executive order of 1 July 1919. In 1939 President Franklin D. Roosevelt merged the Lighthouse Service into the Coast Guard which, on 1 November 1941, was ordered to "... operate as a part of the Navy ..."

Amaranth was stationed at Duluth, Minn., throughout World War II, and maintained navigational aids on Lake Superior. Following the return of peace, she was decommissioned on 29 September 1945 and sold on 19 October 1946.

Amaranthus

A member of a large family of plants characterized by small flowers and alternate leaves.

(ScTug: t. 182; l. 117'; b. 21'; dph. 8'; dr. 9'; s. 9.5 k.; cpl. 40; a. 3 24-pdr. sb.)

Amaranthus—a wooden-hulled screw tug built at Philadelphia in 1864 by Bishop, Son, and Company—was purchased by the Navy there as *Christiana* on 1 July 1864. Renamed *Amaranthus* and fitted out at the Philadelphia Navy Yard, she was commissioned on 12 July 1864, Acting Master Enos O. Adams in command.

The Secretary of the Navy assigned the tug to the South Atlantic Blockading Squadron; but she was kept in the Delaware



Amber (PYc-6), off Seattle in No. 5 "Navy gray" in 1941, had been built originally for actor John Barrymore. Note her 3-inch gun forward, and two depth charge tracks aft, as well as her full designation, PYc 6, at the bow. (80-G-456631)

River performing towing duties, and did not join her squadron until she reached Port Royal, S.C., on 6 August. She was assigned to the inner cordon of the forces blockading Charleston; but for occasional runs back to Port Royal to carry passengers and dispatches and to receive repairs, she served off that port through the end of the Civil War.

On the night of 9 and 10 September, she sighted a steamer attempting to run out of Charleston and fired repeatedly at the blockade runner which, nevertheless, escaped to sea. Some two-and-one-half months later, she fired upon two incoming steamers which entered the harbor about two hours apart. On both occasions, Confederate shore batteries at Fort Moultrie fired upon the Union blockaders; a spent 10-inch shell struck *Amaranthus*' starboard counter, damaging the tug sufficiently to require her to enter a nearby inlet for repairs. The patching was quickly completed, and the steamer was back on station three days later.

On 1 February 1865, Acting Ensign William R. Cox, the tug's executive officer, assumed command. Following the collapse of the Confederacy early in the spring of 1865, *Amaranthus* remained off Charleston into the summer. She departed that port on 10 August and entered the New York Navy Yard on the 18th. Decommissioned there the following day, the tug was sold at public auction on 5 September. She was documented under her original name on 28 December 1865 and served as the merchant tug *Christiana* until 1900.

Amazon

A member of a mythical tribe of women warriors who were said to have lived in Scythia, near the Black Sea.

(Bark: t. 318)

Amazon—a bark-rigged, wooden-hulled whaler which had operated out of Fairhaven, Mass.—was purchased there by the Navy on 30 October 1861 to be laden with stone and sunk as an obstruction blocking the channel of Savannah, Ga. She took on 325 tons of stone which had been purchased from nearby farms

and sailed south on 20 November with the first contingent of stone whalers. Upon her arrival at Savannah early in December, she found that the defenders of that port had themselves, already blocked the channels of the harbor with sunken hulks in the hope of barring the approach of a Northern invasion fleet. Since the mission of the Yankee whalers at Savannah had already been carried out—albeit by Confederate forces—*Amazon* and her sister ships moved to Charleston, S.C., where they were sunk across Charleston's main channel on 19 and 20 December 1861.

Amazonas

(Cruiser: dp. 3,450; l. 351'6"; b. 43'9"; dr. 17'0"; s. 21 k.; cpl. 112; a. 6 6", 4 4.7", 10 6-pdrs., 4 Maxim mg., 3 37mm.; 2 12-pdr. field guns, 3 Whitehead tt.)

One of the most modern warships of her day, the twin-screw protected cruiser *Amazonas*, ordered by the Brazilian government and named for that country's largest province, was laid down in 1895 at the Elswick (Newcastle-on-Tyne) yards of the prominent British armaments manufacturing firm, Sir W. G. Armstrong, Whitworth, and Co., Ltd., and was launched on 14 December 1896. The ship was nearing completion in early March, 1898, when rising tensions between the United States and Spain prompted Secretary of the Navy John D. Long to direct naval attachés abroad in Europe to inform the Department "as to the prices at which (naval) vessels could be bought." One of these attachés, Lt. John C. Colwell, in London, promptly completed arrangements on 16 March 1898 to acquire *Amazonas* and her building sister ship, *Almirante Abreu*, from the Brazilians. On the 18th, Colwell took delivery of *Amazonas* at Gravesend, England.

Late that same afternoon, *San Francisco* (Cruiser No. 5) arrived at Gravesend and found *Amazonas* already flying the American flag. Lt. Comdr. Arthur P. Nazro, *San Francisco*'s executive officer, was detached from his ship and reported on board *Amazonas* to command her for the voyage to the United States. Also transferred were five officers and 87 men drawn

from *San Francisco's* deck and engineering force, as well as an 18-man marine detachment under the command of 1st Lt. George Barnett, a future commandant of the Corps.

Over the next nine days, *Amazonas* prepared for sea, and loaded stores of various kinds, as well as ammunition for her magazines and a consignment of cordite and black gunpowder for the War Department. Underway beneath leaden skies on 27 March, *Amazonas* stood down the Thames in *San Francisco's* wake, and set course for the United States. She ultimately arrived off Tompkinsville, Staten Island, via Halifax, on 15 April, there delivering the cordite and powder to the Army tug *Meigs*. That same day, her log records, *Amazonas* "received official notification that this vessel is named *New Orleans*."

Interestingly, she had apparently been assigned that name upon acquisition from the Brazilians, but word of the change, in the days of somewhat less-than-rapid means of communication, did not catch up with her before she left England. Soon after *Amazonas's* arrival in American waters, the English engineers who had served in the ship during her passage were paid off and left her. Over the ensuing days all of the officers and men assigned her from *San Francisco* returned to their ship, and *Amazonas* assumed the name that she would carry for the rest of her days—*New Orleans* (q.v.)—on 16 April 1898.

Amber

A hard, translucent fossil resin which is normally yellowish to brownish in color. Since it can be highly polished, amber is used as a gem.

(PYc-6: dp. 260; l. 120'; b. 21'5"; dr. 10'6"; s. 12.5 k.)

Polaris—a yacht built in 1930 at Seattle, Wash., by the Lake Union Dry Dock Co.—was purchased by the Navy from Edward and Kathryn Lowe on 23 December 1940; converted for naval service by the Winslow Marine Railway and Shipbuilding Co., Inc., Winslow, Wash.; renamed *Amber* on 10 January 1941 and simultaneously designated PYc-6; and placed in commission at Seattle on 3 March 1941, Lt. W. B. Combs in command.

Amber was assigned to the Inshore Patrol of the 13th Naval District and, from May until early August, operated around Seattle, Tacoma, and Port Townsend, Wash. The patrol craft left Seattle on 6 August on a cruise to Alaska, and visited Ketchikan, Juneau, and Sitka, before returning to Seattle early in September.

In November, the ship was assigned to patrol duty at Astoria, Oreg., and patrolled the Strait of Juan de Fuca off Neah Bay, Wash., under the control of the Northwest Sea Frontier Patrol Group.

Amber was decommissioned on 18 October 1944, and her name was struck from the Navy list on 13 November 1944. The ship was sold back to her former owners on 13 June 1945.

Amberjack

A large vigorous sport fish found in the western Atlantic from New England to Brazil.

I

(SS-219: dp. 1,526 (surf.), 2,424 (subm.); l. 311'9"; b. 27'3"; dr. 19'3"; s. 20.25 k. (surf.), 8.75 k. (subm.); cpl. 60; a. 1 3", 4 mg., 10 21" tt.; cl. *Gato*)

Amberjack (SS-219) was laid down on 15 May 1941 at Groton, Conn., by the Electric Boat Co.; launched on 6 March 1942; sponsored by Mrs. Randall Jacobs, wife of Rear Admiral Jacobs, the head of the Bureau of Personnel; and commissioned on 19 June 1942, Lt. Comdr. John Archibald Bole, Jr., in command.

After shakedown training in waters off New London, Conn., and Newport, R.I., the submarine got underway on 20 July, bound for the Pacific. She transited the Panama Canal in mid-August and reached Pearl Harbor, Hawaii, on the 20th. Following training exercises, *Amberjack* got underway for her first war patrol on 3 September. Two days later, she touched at Johnston Island to refuel and, later that day, resumed her voyage to her patrol area between the northeast coast of New Ireland and Bougainville, Solomon Islands.

On 15 September, *Amberjack* was patrolling off Kavieng, New Ireland. Three days later, she made contact with a large Japanese transport escorted by a destroyer and fired a spread of four torpedoes at the vessels, but none hit. While patrolling in Bougainville Strait on the 19th, the submarine fired two torpedoes at an enemy freighter. The first hit under the target's bridge, and the second broke her keel in two. *Amberjack* was credited with having sunk the passenger-cargo vessel *Shirogane Maru*.

The submarine made her next contact with Japanese shipping on 25 September, spotting a large cruiser escorted by a destroyer. However, before the submarine could get in position for an attack, the destroyer headed toward her and forced her to go deep. Several depth charges were dropped on the submarine, but they inflicted no damage. During the next few days, *Amberjack* reconnoitered Tau, Kilinailau, Greenwich, and Ocean Islands.

Amberjack spotted a Japanese cruiser on the morning of 30 September and launched four torpedoes from her bow tubes. None hit, so she fired another two forward tubes shortly thereafter. These also went wide of the mark, and the cruiser escaped damage. One week later, the submarine was patrolling off Kavieng when she spotted smoke on the horizon. After a Japanese cargo ship sailed into view, *Amberjack* fired two torpedoes. One missed forward and the other hit the target's hull forward. The enemy ship was still able to continue under her own power, and *Amberjack* took up pursuit. About one hour later, both sides opened fire with their deck guns but neither was within range of the other and they broke off fire. After two more hours of the chase, the submarine fired a slow speed torpedo which hit its target five minutes later. The cargo vessel, later identified as *Senkai Maru*, swung left and seemed to stop. Its bow swung up in the air, the ship took a vertical position, and sank from sight shortly thereafter. Lifeboats carrying the cargo ship's survivors were later spotted as the submarine headed for Kavieng.

While patrolling off Kavieng harbor on 10 October, the submarine spotted Japanese ships in the harbor and launched four torpedoes into the anchorage. One damaged a freighter and another damaged a large 13,500-ton whale factory, *Tonan Maru II*, which was being used to ferry airplanes. The vessel sank in shallow water, but was later salvaged, towed to Japan for repairs, and was returned to service. On 16 October, the submarine headed to Espiritu Santo for repairs to her ballast tanks and arrived there on the 19th. While undergoing repairs, she was assigned the task of hauling aviation gas, bombs, and personnel to Guadalcanal. While en route to the Solomons, her destination was changed to Tulagi. She arrived there on 25 October and unloaded her embarked troops and cargo under the cover of darkness. The next day, she set a course for Brisbane, Australia, and reached that port on the 30th.

After a refit alongside *Griffin* (AS-13) and a series of training exercises, *Amberjack* began her second war patrol on 21 November. On that day, she set a course for the area south of Shortland Island. On the morning of 27 November, the submarine encountered two enemy destroyers which were probably carrying supplies for Japanese forces on Guadalcanal. While launching four torpedoes from her stern tubes, the submarine heard the screws of a third ship crossing ahead of her bow. None of the torpedoes hit their target, and the submarine began taking action to avoid depth charges. Approximately two hours later, all sounds had faded away; and the submarine rose to the surface to look for signs of damage. She spotted nothing so she assumed a new station at the southern end of the eastern entrance to Shortland harbor.

On 29 November, while on patrol 10 miles east of the Treasury Islands, *Amberjack* spotted a surfaced Japanese submarine. Before she could set up an attack, however, the enemy vessel rapidly drew away. She again saw a Japanese submarine on 3 December proceeding toward the entrance to Shortland harbor and sent four torpedoes toward the fleeing enemy, but all failed to hit. During the next one and one-half weeks, she made numerous ship contacts but carried out no attacks. On 15 December, the submarine sighted a convoy consisting of four or five ships on a course for Rabaul and fired two torpedoes at a large freighter, one at a small tanker, and one more at a small freighter. However, she apparently inflicted no damage on any of the targets.

Her next contact occurred on 20 December. While patrolling submerged, *Amberjack* began hearing a series of explosions which drew closer and closer. She surfaced and saw two Japanese destroyer escorts, which soon thereafter began raining depth charges on the submarine. Within the space of one minute, six exploded close aboard, shook the vessel considerably, and caused



Ameerah (SP-453) during World War I. Note her covered "main battery" forward and designation painted on her bow. (NH 57600)

numerous broken light bulbs forward. Some fittings mounted on the overhead were broken off, and several valves were sprung open. However, the submarine suffered no crippling damage and moved on to continue her patrol off the northeast coast of New Ireland.

She spotted another Japanese ship on 3 January 1943, a destroyer which apparently was waiting to rendezvous with a convoy from the Palau Islands. The submarine was unable to attack the ship and, two days later, set a course for Brisbane. She reached that Australian port on 11 January and safely concluded her patrol.

Following this patrol the submarine's period of refit was cut to 12 days due to the urgent need for submarines to patrol enemy infested waters. She got underway on 24 January but was forced to return to Brisbane for repair of minor leaks which developed during a deep dive. *Amberjack* again departed Brisbane on the 26th and began her third patrol, which took her to waters surrounding the Solomon Islands. On 29 January, she was directed to pass close to Tetipari Island and then proceed to the northwest and patrol the approaches to Shetland harbor.

On 1 February, the submarine was ordered to move north and patrol the western approaches to Buka Passage. She complied with these directions and made her first radio report on 3 February. *Amberjack* had made contact on 1 February with a Japanese submarine 14 miles southeast of the Treasury Islands. She also claimed to have sunk a two-masted schooner by gunfire at a position 20 miles from Buka on the afternoon of the 3d. At the time of this report, the submarine was ordered to move south along the Buka-to-Shorland shipping lane and to also patrol east of Vella Lavella.

In a second radio transmission on 4 February, *Amberjack* reported having sunk a 5,000-ton freighter laden with explosives in a two-hour night surface attack on the 4th. During this engagement, one crew member was killed by machinegun fire, and one officer was wounded in the hand. On the 8th, the submarine was directed to move to the west side of Ganongga Island. Two days later, she moved south to cover the traffic routes from Rabaul and Buka to Shortland Island.

The last transmission was received from *Amberjack* on 14 February. She reported having been forced down on the 13th by two destroyers, and that she had recovered an enemy aviator from the water and taken him prisoner. All further messages to the vessel remained unanswered. The submarine was reported as presumed lost on 22 March 1943. Her name was struck from the Navy list on 21 June 1943.

No conclusive explanation was ever found as to the cause of her loss. Postwar analysis of Japanese records provide several clues but no positive confirmation.

Amberjack won three battle stars for her World War II service.

II

(SS-522: dp. 1,570 (surf.), 2,415 (subm.); l. 311'8"; b. 27'3"; dr. 15'5" (mean); s. 20.25 k. (surf.), 8.75 k. (subm.); cpl. 81; a. 10 21" tt., 1 5", 1 40mm.; cl. *Balao*)

The second *Amberjack* (SS-522) was laid down on 8 February 1944 at the Boston Navy Yard; launched on 15 December 1944; sponsored by Mrs. Dina C. Lang; and commissioned on 4 March 1946, Comdr. William B. Parham in command.

Following shakedown training in the West Indies and in the Gulf of Mexico, *Amberjack* reported on 17 June for duty with Submarine Squadron (SubRon) 8. Operating out of the Submarine Base, New London, Conn., she conducted training missions in the North Atlantic, and, in November 1946, made a cruise above the Arctic Circle. In January 1947, the submarine entered the Portsmouth (N. H.) Naval Shipyard for extensive modifications and thereafter spent about a year undergoing a "Guppy" II conversion (from greater underwater propulsive power) during which her hull and sail were streamlined and additional batteries and a snorkel were installed to increase her submerged speed, endurance, and maneuverability. In January 1948, she reported for duty with SubRon 4 based at Key West, Fla. She operated along the east coast and in the West Indies for a little more than 11 years. Her schedule included the development of tactics and independent ship exercises, type training, periodic overhauls, and fleet exercises. During this period, she also visited numerous Caribbean ports. In July of 1952, *Amberjack* was transferred to the newly established SubRon 12, though she remained based at Key West and her employment continued as before.

Early in August 1959, after more than 11 years of operations out of Key West, the submarine's home port was changed to Charleston, S.C. She arrived there on the 8th and reported for duty with her former squadron, SubRon 4. While working out of her new home port, *Amberjack's* operations remained much as they had been before with one significant difference: she began making deployments to European waters. In August, September, and October of 1960, the submarine participated in a NATO exercise before making a week-long port visit to Portsmouth, England. She returned to Charleston late in October and re-

sumed her normal routine. Between May and September of 1961, the warship deployed to the Mediterranean Sea for duty in the 6th Fleet. After a three-year interlude operating along the east coast and in the West Indies, *Amberjack* made another Mediterranean cruise between 7 July and 1 November 1964. She spent the ensuing 29 months working out of Charleston. In 1967, the submarine made a three-month deployment to the Mediterranean between 24 April and 24 July. On 2 September 1969, following another 25 months of operations along the east coast and in the West Indies, she embarked upon her last Charleston-based tour of duty in European waters during which she participated in another NATO exercise with units of the British, Canadian, and Dutch navies. At the conclusion of the exercise, *Amberjack* visited a number of ports in northern Europe before returning to Charleston on 12 December 1969.

On 9 July 1970, *Amberjack* arrived in her new home port, Key West, her base for the remainder of her service in the American Navy. She made her last deployment to the Mediterranean between 27 November 1972 and 30 March 1973. On 17 October 1973, *Amberjack* was decommissioned at Key West, and her name was struck from the Navy list. That same day, she was transferred to the Brazilian Navy and commissioned as *Ceara* (S-12). As of the end of 1984, she was still active in the Brazilian Navy.

Ameera

(MB: dp. 13.4 t.; l. 71'3"; b. 10'8"; dr. 3'6"; s. 25 k.; a. 1 1-pdr., 1 mg.)

Ameera was a motorboat built in 1917 at Camden, N.J., by the Mathis Yacht Building Co.; purchased by the Navy from Alexander Sellers, Ardmore, Pa., on 23 July 1917; designated SP-453; and placed in commission on 11 August 1917, Chief Boatswain's Mate C. E. Pearson in command.

Following her commissioning, *Ameera* was assigned to patrol duty in the 4th Naval District. After World War I ended in November 1918, the ship performed dispatch and port duties at Philadelphia, Pa., until she was placed in reduced commission at the Philadelphia Navy Yard in June 1919. On 24 July 1919, *Ameera* was ordered to be sold. She was decommissioned in September 1919 and was sold at auction on 27 April 1920 to Mr. T. E. Mitten.

Amelia

(Sch: t. 72; a. 1 12-pdr.)

Amelia—a schooner purchased on Lake Erie on 26 December 1812—was found to be unfit for service and, therefore, never saw action. She was sold at Erie, Pa., in May of 1815.

America

The large land mass in the Western Hemisphere consisting of northern and southern continents originally connected by an isthmus, but now separated by the Panama Canal. Although discovered by Christopher Columbus, America is named for Amerigo Vespucci who first recognized it as a new continent. The term America is often used loosely to designate the United States of America.

(SL: t. 1,982; l. 182'6" (upper gun deck); b. 50'6"; dph. 23'; cpl. 626; a. 20 long 18-pdrs., 32 long 12-pdrs., 14 long 9-pdrs.)

On 9 November 1776, the Continental Congress authorized the construction of three 74-gun ships of the line. One of these men-of-war, *America*, was laid down in May 1777 in the shipyard of John Langdon on Rising Castle (now Badger) Island in the Piscataqua River between Portsmouth, N.H., and Kittery, Maine.

However, progress on her construction was delayed by a chronic scarcity of funds and a consequent shortage of skilled craftsmen and well seasoned timber. The project dragged on for over two years under the immediate supervision of Col. James

Hackett as master shipbuilder and the overall direction of John Langdon. Then, on 6 November 1779, the Marine Committee named Capt. John Barry as her prospective commanding officer and ordered him to "... hasten, as much as will be in your power, the completing of that ship. . . ."

Nevertheless, the difficulties which previously had slowed the building of the warship continued to prevail during the ensuing months, and little had been accomplished by mid-March 1780 when Barry applied for a leave of absence to begin on the 23d. However, he did perform one notable service for the ship. In November 1777, after inspecting the unfinished vessel which was slated to become his new command, he strongly recommended against a proposal, then under consideration, to reduce her to a 54-gun frigate. His arguments carried the day, and the Marine Committee decided to continue the work of construction according to the ship's original plans.

All possibility of Barry's commanding *America* ended on 5 September 1780 when he was ordered to Boston to take command of the finest ship ever to serve in the Continental Navy, the 36-gun frigate *Alliance* which had recently arrived from Europe. Over nine months later, on 23 June 1781, Congress ordered the Continental Agent of Marine, Robert Morris, to get *America* ready for sea and, on the 26th, picked Capt. John Paul Jones as her commanding officer. Jones reached Portsmouth on 31 August and threw himself into the task of completing the man-of-war. However, before the work was finished, Congress decided on 3 September 1782 to present the ship to King Louis XVI of France to replace the French ship of the line *Magnifique* which had run aground and been destroyed on 11 August 1782, while attempting to enter Boston harbor. The ship was also to symbolize the new nation's appreciation for France's service to and sacrifices in behalf of the cause of the American patriots.

Despite his disappointment over losing his chance to command the largest warship ever built in the Western Hemisphere, Jones remained in Portsmouth striving to finish the new ship of the line. His labors bore fruit on 5 November 1782 when *America*—held partially back by a series of ropes calculated to break in sequence to check the vessel's acceleration, lest she come to grief on the opposite bank of the river—slipped gracefully into the waters of the Piscataqua. After she had been rigged and fitted out, the ship—commanded by M. le Chevalier de Macarty Martinge, who had commanded *Magnifique* when she was wrecked—departed Portsmouth on 24 June 1783 and reached Brest, France, on 16 July.

Little is known of her subsequent service under the French flag other than the fact it was brief. A bit over three years later, she was carefully examined by a survey committee which found her damaged by dry rot beyond economical repair, probably caused by her wartime construction from green timber. She was accordingly scrapped and a new French warship bearing the same name was built.

America, a ship-rigged whaler, was purchased by the Navy at New Bedford, Mass., on 8 November 1861 as part of its "Stone Fleet." Filled with stones, she was sailed to Charleston, S.C., and sunk at the harbor mouth on 19 and 20 December 1861 to block the channel into that Confederate port.

I

(Sch: t. 100; l. 111'; b. 25'; dr. 12'; a. 1 12-pdr. r., 2 24-pdr. sb.)

The first *America* was a racing schooner designed by George Steers and built at New York City in the shipyard of William H. Brown. The yacht was constructed for a syndicate headed by John Cox Stevens, the commodore of the New York Yacht Club, and including other prominent sportsmen who wished to win recognition for American shipbuilding and sailing skill during Crystal Palace exposition—the first of the great international world's fairs. Launched on 3 May 1851, *America* sailed for Europe.

During that summer, she won distinction in a number of yacht races and proved herself a match for the fastest sailing craft. Sailing a course around the Isle of Wight on 22 August, she won the Royal Yacht Society regatta and was visited by Queen Victoria and the Prince of Wales, the future King Edward VII. Her owners now felt that they had achieved their desired demonstration of American shipbuilding and seamanship, and sold her to a



America, in the Severn River, circa 1866–1870, with the monitor *Tonawanda* (center) and an unidentified gunboat (left). (NH 46618)

British purchaser on 1 September 1851. A subsequent purchaser renamed her *Camilla*; under British colors she continued to show herself seaworthy as well as fast.

In 1860 Henry Edward Decie bought the ship and, after competing in English Channel races, took her to Cape Verde Islands, ostensibly en route to the West Indies. When the secession crisis in the United States threatened to escalate into civil war, Decie departed St. Vincent in *Camilla* early in 1861 and headed for the Southern coast, apparently hoping to find in the Confederacy some way of turning a profit from his yacht.

The schooner arrived at Savannah, Ga., on 25 April 1861, shortly after the attack on Fort Sumter. Decie journeyed to Montgomery, Ala., where he met Confederate President Jefferson Davis. He is said to have secretly sold *Camilla* to the Confederate Government, and she was supposedly renamed *Memphis*. Documents substantiating this have not been found. In any case, the yacht—still commanded by Decie—was next used to carry a Southern purchasing commission to England where she briefly resumed racing before again sailing for the South around 21 August. The schooner ran through the blockade into Jacksonville, Fla., and was inspected there by a Confederate customs agent on 25 October 1861.

Evidence suggests that she ran the blockade more than once during the next few months. Upon the last occasion, Union warships fired upon her, but she made port unscathed.

After Union combined forces began taking control of the Florida coast early in March 1862, the schooner was scuttled in Dunn's Creek—a tributary of the St. Johns River—to avoid capture. She was found there on 18 March 1862 by a Union expedition; raised after a week's labor; and towed to Port Royal, S.C., where she was repaired. Thought was given to sending her to the Naval Academy for use as a practice ship. Flag Officer Samuel F. Du Pont wrote to Washington to learn the Navy Department's intentions in the matter. He never received a reply to this query, and had the former yacht outfitted as a dispatch vessel and blockader.

Acting Master Jonathan Baker began the yacht's service in the South Atlantic Blockading Squadron when he sailed her to Florida waters with dispatches for warships operating along the coast. *America* then took station in the inner line of blockaders off Charleston. From time to time she fired upon ships as they attempted to run into or to escape from that port. Her first success came on the night of 13 October when she captured the schooner *David Crockett* which was trying to slip out to sea with a cargo of turpentine and rosin to be delivered at Bermuda.

On 26 October, Du Pont ordered *America* to New York for repairs which lasted until late in the year. The yacht returned to Port Royal on 3 January 1863 and took station in Charleston waters. On 29 January, she was one of the warships that cooperated in forcing the iron screw steamer *Princess Royal* aground. Boat crews from *America* assisted in refloating that valuable prize whose cargo included rifled artillery, small arms, ammunition, and steam engines for ironclads being constructed at Charleston.

Near midnight on the night of 18 and 19 March, *America* fired the first rounds into the large British iron-hulled steamer *Georgiana* which was endeavoring to run into Charleston with a much-needed military cargo including rifled cannon. Her gunfire

and signals to other Union warships were instrumental in forcing the blockade runner aground where she was destroyed.

On 25 March 1863, Secretary of the Navy Gideon Welles finally ordered *America* to sail in May for Newport, R.I., the wartime site of the Naval Academy. Before going north, the yacht scored one last time on the morning of 31 March when she sighted *Antelope* and brought that salt-laden British topsail schooner to with a shot across the blockade runner's bow, enabling boat parties from *Memphis* to seize her.

America got underway on the afternoon of 4 May, headed for Newport, and reached the Academy in time to participate in that summer's training cruise. Manned by midshipmen and commanded by Lt. Theodore F. Kane, she sailed to New York with the Academy's other practice ships which that year were sailing for the first time as a squadron. They headed south along the New England coast and maneuvered off the entrance to Long Island Sound before proceeding to Gardener's Bay where they conducted various evolutions including the stripping of the sloop of war *Marion*.

While *America* was at the New York Navy Yard, Kane received orders to put to sea in search of CSS *Tacony*, a bark recently captured by the brig *Clarence* which had, in turn, been taken and manned by the Confederate commerce raider CSS *Florida*. Deeming *Tacony* a superior ship to *Clarence*, the commander of her Southern prize crew transferred his men to the bark, put the torch to *Clarence*, and headed north in *Tacony* on a 12-day rampage in which he captured 15 Northern merchant ships.

America put to sea on the afternoon of 15 June seeking the already notorious *Tacony*. As she searched to the southward during the ensuing 10 days, the yacht encountered extremely rough weather before, somewhat the worse for wear, she returned to New York without having had even a glimpse of her elusive quarry.

After landing her midshipmen at Norfolk late in the summer, *America* proceeded to the Portsmouth (N.H.) Navy Yard for repairs. While she was there, the commandant of the yard sent her to sea on 30 August 1863 to search for the lumber-laden merchant schooner *Medford* whose mate had run away from the port with her "... probably with the intention of going South." Reinforced by 10 men from *Fernandia*, *America* stood out to sea and hunted for the runaway. After returning to port empty-handed, she departed Portsmouth and sailed back to Newport.

The yacht served at the Academy through the end of the Civil War and participated in the summer cruise of 1864. When the midshipmen returned to Annapolis following the collapse of the Confederacy, the schooner accompanied *Constitution* on the voyage back to the mouth of the Severn. After the midshipman training cruise of 1866, *America* was laid up at Annapolis and remained there, inactive, until sent to the Washington Navy Yard in the autumn of 1869 for a complete overhaul. The following spring, she moved to the New York Navy Yard to prepare to resume international racing. On 8 August 1870, she competed for the cup which she had won in the famous race around the Isle of Wight, 19 years before, in a race which bore its name. Although past her prime, *America* finished fourth out of the fleet of 19 entries in the first *America's* Cup race.

In 1873, the Navy sold the yacht to Maj. Gen. Benjamin F.

Butler who used her both for racing and for cruising. She remained in his hands and those of his family until put up for sale for commercial use in 1917.

Thinking that such a fate was unworthy of a ship with her distinguished record, Charles Foster purchased *Amerika* and had her overhauled. In 1921 she was towed to Annapolis and presented to the Naval Academy. In 1941, soon after the start of another major overhaul of the schooner, Japan attacked Pearl Harbor, plunging the United States into World War II. The Navy immediately halted work on all construction and repair projects not directly related to the war effort, and the yacht was left under a shed in the Annapolis Yacht Yard across the Severn from the Naval Academy. This makeshift structure collapsed under the weight of deep snow during the surprise blizzard that hit Annapolis on 29 March 1942, crushing *Amerika's* hull. Her name was stricken from the Navy list on 11 October 1945 and the remains of the yacht were scrapped.

Sometime after she was purchased by the Union Navy on 9 December 1864 for service in the Civil War—and probably before she was commissioned early in January 1865—screw tug *America* was renamed *Periwinkle* (q.v.).

II

(ScStr: dp. 41,500; l. 687'; b. 75'5"; dr. 39'5¼"; s. 17.5 k. (max.); cpl. 994; a. 4 6", 2 1-pdrs., 2 .30-cal. Colt mg., 1 .30-cal. Lewis mg., 9 dc.)

Amerika—a steel-hulled, twin-screw, steam passenger liner—was launched on 20 April 1905 at Belfast, Ireland, by the noted shipbuilding firm of Harland and Wolff, Ltd. Built for the Hamburg-America Line, the steamer entered transatlantic service in the autumn of 1905, when she departed Hamburg on 11 October, bound for the United States. The largest ship of her kind in the world, and easily one of the most luxurious passenger vessels to sail the seas, *Amerika* entered upper New York Bay on 20 October, reaching the Hamburg-America piers at Hoboken, N.J., in mid-afternoon. Some 2,000 people turned out to watch her as she was moored near her consorts at the Hamburg-America Line which were bedecked in colorful bunting in nearby slips.

Lavishly decorated throughout, *Amerika* boasted of a couple of unique shipboard features; an electric passenger elevator, and an a-la-carte restaurant which, from early morning to midnight, offered a variety of dishes to delight the discriminating gourmet.

From 1905 to 1914, *Amerika* plied the North Atlantic trade routes touching at Cherbourg, France, while steaming between Hamburg and New York. Toward the end of that period, her itinerary was altered so that the ship also called at Boulogne, France, and Southampton, England.

However, during the summer of 1914, events in the Balkans triggered a conflict that soon spread through Europe like wild-fire across a dry prairie, pitting nations against nations in the First World War. The eruption of fighting caught *Amerika* at Boston, Mass., where she was preparing to sail for home. Although due to leave port on 1 August 1914, *Amerika* stayed at Boston lest she fall prey to the warships of the Royal Navy. She would remain there through almost three years of United States neutrality.

Meanwhile, the loss of life caused by German submarine operations turned opinion in the United States against the Central Powers; and American intervention in the conflict drew inexorably closer. Finally, on 6 April 1917—soon after Germany's resumption of unrestricted submarine warfare on 1 February 1917—the United States declared war.

Laid up at Boston, *Amerika* remained inactive until seized by deputies under the orders of John A. Donald, the Commissioner of the United States Shipping Board (USSB), on 25 July 1917. Upon inspecting the liner, American agents found her filthy and discovered that her crew had sabotaged certain elements of the ship's engineering plant. Nevertheless, with her officers and men detained on Deer Island, *Amerika* was earmarked by the Navy for service in the Cruiser-Transport Force as a troop transport. Given the identification number (Id. No.) 3006, *Amerika* was placed in commission at 0800 on 6 August 1917, at the Boston Navy Yard, Lt. Comdr. Frederick L. Oliver in temporary command. Ten days later, Capt. George Calvin Day arrived on board and assumed command.

Over the ensuing weeks, the ship's force and a veritable army of workmen swarmed over the erstwhile luxury liner, converting her into a troopship. While this work was in progress, Secretary of the Navy Josephus Daniels promulgated General Order No. 320, changing the names of several ex-German ships on 1 September 1917. *Amerika* became the less-teutonic *America*.



America (Id. No. 3006) arrives in Boston Harbor with troops of the 26th Division embarked, 5 April 1919. (NH 57602)

The major part of her conversion and repair work having been completed by late September, *America* ran a six-hour trial outside of Boston harbor on the morning of 29 September. The results of the test reflected "great credit upon the machinery division" of the Boston Navy Yard, for the ship managed to make three more revolutions than she had ever made before. The completion of these trials proved to be a milestone in the reconditioning of the former German ships, for *America* was the last to be readied for service in the American Navy.

On 18 October 1917, *America* departed the Boston Navy Yard and, on the 20th, arrived at Hoboken which would be the port of embarkation for all of her wartime voyages carrying doughboys to Europe. There, she loaded coal and cargo; received a brief visit from Rear Admiral Albert Gleaves, the commander of the Cruiser-Transport Force; and took on board her first contingent of troops. Completing the embarkation on the afternoon of the 29th, *America* sailed for France on the morning of the 31st, in company with the transports *Mount Vernon*, *Von Steuben* (Id. No. 3017), *Agamemnon* (Id. No. 3004), *North Carolina* (Armored Cruiser No. 12), *Terry* (Destroyer No. 25), and *Duncan* (Destroyer No. 46).

For more than a week, the passage was uneventful. Then, on the 7th, *Von Steuben* struck *Agamemnon* while zig-zagging. As *America*'s war history states: "The excitement caused by the collision of these great ships was greatly increased when the *Von Steuben* sent out a signal that a submarine was sighted." The ships in the convoy dispersed as if on signal, only to draw together in formation once more when the "enemy" failed to materialize. All vessels resumed their stations—all, that is, except *Von Steuben* whose bow as open to the sea from the damage suffered in the collision. Even the crippled transport rejoined the convoy the following afternoon. Met on the 12th off the coast of France by an escort consisting of converted American yachts and French airplanes and destroyers, the convoy reached safe haven at Brest, *America*'s only wartime port of debarkation. She dropped her anchor at 1115 and began discharging the soldiers who would fight "to make the world safe for democracy."

Underway again on 29 November, the ship returned to the United States, in convoy, reaching Hoboken on 10 December. She then remained pierside through Christmas and New Year's Day and headed for France again on 4 January 1918, carrying 3,888 troops and 4,100 tons of cargo. The following day, she fell in with the transport *Mercury* (Id. No. 3012) and *Seattle* (Armored Cruiser No. 11)—her escort for the crossing. Except for the after control station personnel reporting a torpedo track crossing in the ship's wake on 17 January—shortly before the transport reached Brest—this voyage was uneventful.

America arrived at Hampton Roads, Va., on 6 February and the next day entered the Norfolk Navy Yard for repairs and alterations. At this time, the ship received an additional pair of 6-inch guns to augment her main battery.

Shifting up the eastern seaboard to Hoboken where she again loaded doughboys bound "over there," *America*—carrying 3,877 troops—got underway on 27 February in company with her old consorts *Agamemnon* and *Mount Vernon*, and reached Brest on 10 March. After disembarking the troops, she took on board passengers who included French naval personnel—4 officers, 10 petty officers, and 77 men—perhaps crews to man some of the submarine chasers then being built in the United States for the French Navy. Underway on 17 March, *America* reached home after a 10-day crossing.

The "trooping" continued as *America* embarked a further 3,877 troops before sailing for France on 6 April 1918. Joining *Great Northern* on the 8th and *Agamemnon* on the 12th, *America* made port on 15 April. A week later, after disembarking her charges, the transport took on board the survivors from the American munitions ship, *Florence H*, which had exploded at Quiberon Bay five days before, and sailed for the United States.

Entering the Hudson River on 1 May, *America* remained in port a week, embarking troops and undergoing routine voyage repairs, before sailing for France in company with *George Washington* (Id. No. 3018), *De Kalb* (Id. No. 3010), coming from Newport News, Va., joined the two ships on the 10th; and the three continued on their voyage together. Shortly after 0300 on 18 May, *De Kalb*'s quartermaster sighted what appeared to be a periscope some 50 yards from the ship. Two lookouts and an Army sentry reported seeing the same thing; and, a few moments later, the transport sounded the general quarters. However, as all hands manned their battle stations as ships turned to

port, the "periscope" vanished—perhaps the product of overactive imaginations. In any event, later that day, the three transports reached Brest and began discharging cargo and disembarking the valuable troops she had carried.

After only a three-day turnaround period, *America* sailed for the United States, at 1550 on 21 May, again in company with *George Washington* and *De Kalb*, and an escort of destroyers to shepherd them through the dangerous coastal waters. Trouble was not long in coming. Four hours out, one of the escorts, on the right flank, let a round fly at an object supposed to be a "submarine." Three of the destroyers fell back, opened fire, and dropped depth charges. Apparently, whatever had triggered the destroyers' alarm soon vanished; and the convoy proceeded on, unmolested. The destroyer escort left the convoy to its own devices after 2200 on 22 May, and the transports themselves parted company on the 23d—*De Kalb* dropping back and *George Washington* remaining slightly in the lead, until, on the 25th, *America* found herself steaming alone. On the afternoon of the 29th, she reached Hoboken without incident.

America commenced her sixth voyage on 10 June, clearing the port of embarkation with 5,305 troops on board, and in company with her old consorts *Mount Vernon* and *Agamemnon*, as well as *Orizaba* (Id. No. 1536). Joined in European waters by their coastal escort eight days later, the transports safely reached Brest on 19 June and began to disembark and unload. *America* sailed for the United States in company with *Orizaba*, on the 23d, parted company with that ship three days later, and arrived at Hoboken on 1 July.

During the brief respite that followed, *America* briefly received Rear Admiral Gleaves on board and was painted in a "dazzle" camouflage pattern designed to obscure the ship's lines, a pattern that she would wear for the remainder of her days as a wartime transport.

Late on 9 July, *America* sailed on the seventh of her voyages to Europe for the Navy. Just before midnight on the 14th, while the convoy steamed through a storm that limited visibility severely, a stranger, SS *Instructor*, unwittingly wandered into the formation and ran afoul of *America*. In spite of attempts at radical course changes by both ships, *America* struck the intruder near the break of her poop and sheared off her stern which sank almost immediately. *America*'s swing threw the wreck of *Instructor* clear, allowing it to pass down the transport's port side without touching before it sank less than 10 minutes later. *America* stopped briefly to search for survivors, but the danger of lurking U-boats limited the pause to the most abbreviated of durations, and the storm added other obstacles. As a result, *America* succeeded in rescuing only the 11 *Instructor* crewmen who managed to man a lifeboat. Tragically, the exigencies of war forced *America* to abandon the other 31 to their fate. A court of inquiry held at Brest on 18 July, soon after *America* arrived there, exonerated her captain from any blame with regard to the sad incident.

Fortunately, since the brush with *Instructor* had caused but "trifling" damage to *America*, the transport was still able to carry out her mission. After embarking passengers for the return trip, she got underway on 25 July in company with *Matsonia* (Id. No. 1589), *Manchuria* (Id. No. 1633), *Aeolus* (Id. No. 3005), *Sierra* (Id. No. 1634), *Martha Washington* (Id. No. 3019), *Powhatan* (Id. No. 3013), and SS *Patria*. Upon parting from these ships three days later, *America* raced on alone and reached Hoboken on the evening of 3 August.

Her eighth voyage began on 18 August with *America*'s sailing in company with *George Washington* and *Von Steuben*. She reached Brest on the 27th, discharged her troops, and embarked the usual mix of passengers. On this trip, she took on board 171 army officers, 165 army enlisted men, 18 French nuns, 10 YMCA secretaries, a Red Cross official and two nurses, two civilians and two sailors before sailing on 30 August. One of the civilians was the distinguished conductor, Dr. Walter Damrosch (1862–1950) who, at the request of General John J. Pershing, commanding general of the American Expeditionary Force (AEF) was entrusted the mission of reorganizing the bands of the Army and had founded a school for bandmasters at the general headquarters of the AEF at Chaumont, France.

America parted from *George Washington* and *Von Steuben* on 2 September and reached the Boston Navy Yard on the 7th. Following drydocking, voyage repairs, and the embarkation of another contingent of troops, she arrived at Hoboken on the morning of the 17th. Three days later, she cleared the port, in

company with *Agamemnon*, bound for France on her ninth transatlantic voyage cycle.

By this time, an influenza epidemic was raging in the United States and Europe and had taken countless lives. From its first appearance, special precautions had been taken on board *America* to protect both her ship's company and passengers from this scourge. The sanitary measures had succeeded in keeping all in the ship healthy. However, this group of soldiers—who had come on board at Boston where the epidemic had been raging—brought the "flu." As a result, 997 cases of "flu" and pneumonia occurred among the embarked soldiers during the passage to France, while 56 cases broke out among the 940 men in the crew. Before the transport completed the round-trip voyage and arrived back at Hoboken, 53 soldiers and 2 sailors had died on board. This comparatively low death rate (some ships lost considerably more men) can be attributed to the almost super-human efforts of the ship's doctors and corpsmen, as well as the embarked units' medical personnel. Forty-two of the 53 deaths among the troops occurred during the time the ship lay at anchor at Brest from 29 September to 2 October.

The day after reaching home, *America* commenced coaling and loading stores in preparation for her 10th voyage and completed the task at 0225 on 15 October. In addition, the ship was thoroughly fumigated to rid her of influenza germs. By that time, all troops had been embarked and the ship loaded, ready to sail for France soon thereafter.

At 0445, as the first rays of sunlight began to streak the eastern sky, *America*, without warning, began listing to port and kept heeling over as water cascaded through the coaling ports—still open although the fueling evolution had been completed over two hours before. Soon after the ship began listing, the general alarm was sounded throughout the ship. In the troop spaces, the urgent sound of that alarm awakened the sleeping soldiers who, though scantily clad, tumbled from their bunks and sought egress from their compartments. Soldiers and sailors both streamed up ladders topside; others jumped for safety on the coal barges, still alongside, or down cargo nets to the dock. Sentries on deck fired their rifles in the air to add to the din as they, in that fashion, sought to warn their comrades on board.

Comdr. Edward C. S. Baker, the executive officer, in the absence of Capt. Zeno E. Briggs whose wife was seriously ill, directed Lt. John G. M. Stone, the gunnery officer, to clear the lower compartments. Stone performed his duty magnificently, and was credited with leading to safety many soldiers and sailors who had been blindly plunging through various compartments (the flooding of the engine rooms had put the lights out throughout the ship) seeking some means of escape.

Rear Admiral Gleaves arrived at the dock soon after the ship sank, the water covering her main deck, to see personally what had happened to one of the largest transports in the Cruiser-Transport Force. Before the day was out, a court of inquiry began meeting to determine what had happened. Over the ensuing days, salvage efforts continued, including the removal of guns, cargo, and other equipment, as well as the search for the six men unaccounted for at muster. Eventually, the bodies of all—four soldiers and two sailors—were recovered. Divers worked continuously, closing open ports (almost all on "G" deck had been left open to allow the air to be cleared of the smell of disinfectants that had been used to cleanse and fumigate the compartments). She was raised and refloated on 21 November 1918—10 days after the armistice was signed ending World War I. On 16 December, *America* was towed by 10 tugs to the New York Navy Yard where she remained undergoing the extensive repairs occasioned by her sinking, well into February 1919.

While unable to determine definitely what had caused the sinking, the court of inquiry posited that water had entered the ship through open ports on "G" deck. An "unofficial opinion" held by some officers in the case maintained that the listing of the ship had been caused by mud suction—that the ship, to some extent, had been resting on the bottom, and that, when the tide rose, one side was released before the other.

Foreshadowing the "Magic-Carpet" operations which would follow World War II, a massive effort was made after the armistice to return the veterans of the American Expeditionary Force to home. *America* participated in this gigantic effort which commenced for her on 21 February when the ship sailed for Brest, France, and concluded on 15 September. Between that time, the transport made eight round-trip voyages to Brest. The western terminus was Hoboken for seven voyages and Boston for the

other. Among the 46,823 passengers whom she brought back from France in *America* was Mr. Benedict Crowell, the Assistant Secretary of War who was embarked in the ship during her last voyage as a Navy transport.

On 22 September 1919, shortly after *America* completed that voyage, the Chief of the Army Transportation Service (ATS), Brigadier General Frank T. Hines, General Staff, U.S. Army, contacted the Navy, expressing the Army's desire to acquire *America* and *Mount Vernon* "... to transport certain passengers from Europe to the United States." Four days later, *America* was decommissioned while alongside Pier 2, Hoboken, and transferred to the War Department. Capt. J. Ford, ATS, simultaneously assumed command of the ship.

USAT *America* conducted two more voyages between Hoboken and Brest. Trouble highlighted her second voyage under the Army colors. An unruly crew at Brest on 4 December 1919 prompted Capt. Ford to appeal to the colonel commanding Base Section Number Five, at Brest, for an armed guard, fearing mutiny. Apparently, the Army matter was resolved, for the ship reached Hoboken five days before Christmas 1919.

On 20 December, the day *America* was scheduled to arrive at the port of debarkation, arrangements were made to turn *America* and two other Army transports, USAT *President Grant* and USAT *George Washington*, over to the USSB for operation while they were being carried on the roll of the Army Transport Reserve. However, before the year 1919 was out, events in a faraway land caused a temporary change in this plan.

A glance back at developments on the Eastern Front during World War I may clarify the transport's new mission. When it mobilized for war, the Austria-Hungarian Empire conscripted countless Czechs. Upon reaching the front, these men—long restive under Austrian rule—deserted in droves and then were organized by Russian officers to fight their former masters. However, the war sapped away the strength of the Russian government more rapidly than it weakened those of the other belligerents and thus encouraged rebellion. One revolution early in 1917 toppled the Czar and a second in the autumn placed a Bolshevik regime in power. The communist leaders quickly negotiated with Germany the treaty of Brest-Litovsk which took Russia out of the war and allowed the Central Powers to concentrate their resources on the Western Front.

This development left the Czech Legion—some 40,000 strong—stranded in Russia with hostile forces separating it from its still oppressed homeland. Allied leaders hoped to use these dedicated and highly disciplined fighting men to bolster their own embattled troops on the Western Front and encouraged the Czechs to move east on the Trans-Siberian Railroad to Vladivostok where they could be embarked in transports for passage to France.

However, before this could be accomplished, the Czechs, who had tried to remain aloof from Russia's internal struggles, incurred the hostility and opposition of the Bolsheviks and found themselves involuntarily embroiled in the Russian Civil War as something of a rallying point for various counterrevolutionary forces. Moreover, prior to the armistice, some factions within the Allied Powers hoped that the Czechs might be used to reopen the fighting on the Eastern front against the Central Powers. As a result, some two tempestuous years passed before the entire Czech Legion finally assembled at Vladivostok ready for evacuation.

On 30 December 1919, a representative of the War Department contacted the Office of the Chief of Naval Operations stating that USAT *America* and USAT *President Grant* "were to go on a long secret trip as soon as possible." He emphasized the urgency of the situation and requested that the New York Navy Yard give the highest priority to repairing the two transports for sea. The Navy carried out the repairs—including dry-docking—at top speed and completed the work by 21 January 1920. Two days later, *America* shifted to Hoboken and sailed for the Pacific on 30 January.

America reached San Francisco on 16 February and remained there a week before clearing the Golden Gate on the 23d. Sailing via Cavite, in the Philippines (where she tarried from 15 to 23 March), and Nagasaki, Japan, *America* reached Vladivostok soon thereafter.

While the transport had been on her way to the Russian Far Eastern port, the situation in Russia had deteriorated markedly. Bolshevik armies had driven the White Russian forces back into Siberia, and the collapse of the White government, headed by Admiral Alexander Kolchak, sounded the death knell of the west-

ern attempt to intervene in the Civil War. By the time the ship arrived at Vladivostok, the evacuation of the Czech Legion was well underway. Adding to the number of people to be transported were the several hundred wives and children of Czech soldiers, since some 1,600 men had married during the period of the "Czech Anabasis" in Russia. By 20 May, the last of the Czech troops had arrived in Vladivostok. Five days later, the United States consul in that port estimated that some 13,200 remained to be repatriated in the five or six remaining transports, which included *America*. Ultimately, USAT *Thomas* and USAT *America* reached Trieste on 8 August, disembarking their contingents of Czechs without incident.

For *America*, further service—now in civilian livery—awaited. Reconditioned to resume her place in the transatlantic passenger trade, she commenced her maiden voyage as an American passenger liner on 22 June 1921, sailing for Bremen, Germany, with stops at Plymouth, England, and Cherbourg, France, en route.

For the next 11 years, *America* plied the Atlantic, ranking third only in size to the United States Lines' ships *Leviathan* and *George Washington*—the latter her erstwhile running mate from the Cruiser-Transport Force days. On two occasions, *America* figured in the headlines. The first occurred on 10 March 1926, as the ship lay moored in the yard of the Newport News Shipbuilding and Dry Dock Co., Newport News, Va., awaiting final trials after being reconditioned. A fire broke out on board only a day before she was to be returned to her owner. The blaze raged for seven hours and eventually consumed most of the passenger cabins as it swept the ship nearly from stem to stern, causing an estimated \$2,000,000 worth of damage.

The second newsworthy incident began on 22 January 1929 when *America*—then commanded by Capt. George Fried—was steaming from France to New York. As she battled her way through a terrific storm, the liner picked up distress signals from the Italian steamship, *Florida*. Guided by her radio direction finder, the American ship homed in on the Italian and, late the following afternoon, finally sighted the endangered vessel through light snow squalls. Taking a position off *Florida*'s weather beam, *America* lowered her number one lifeboat, commanded by her Chief Officer, Harry Manning, with a crew of eight men.

After the boat had been rowed to within 50 feet of the listing *Florida*, Manning had a line thrown across to the eager crew of the distressed freighter—some of whom were nearly naked, dazed, and hysterical from exposure. One by one, the 32 men from the Italian ship came across the rope. By the time the last of them, the ship's captain, had been dragged on board the pitching lifeboat, the winds had reached gale force, with violent snow and rain squalls, with a high, rough, sea running. Then, via ladders, "monkey ropes," cargo nets, and two "prized homemade breeches buoys," sailors on board *America* brought up *Florida*'s survivors, until all 32 were safe and sound. Finally, they pulled their shipmates from the rescue party back on board. Chief Officer Manning was brought up last. Capt. Fried felt that it was highly dangerous to attempt to hoist the number one lifeboat on board and, rather than risk lives, ordered it cut adrift.

In 1931 and 1932, after two modern ships, *Washington* and *Manhattan*, had been added to the fleet of the United States Lines, *America* was laid up at Point Patience, Md., on the Patuxent River, along with her consorts of days gone by—*George Washington*, *Agamemnon*, and *Mount Vernon*, all veterans of the old Cruiser-Transport Force. For the next eight years, *America* lay in reserve, riding quietly at her moorings as she awaited the call back to service.

When the United States transferred 50 overage "flush deckers" to the British government in the summer of 1940 in exchange for leases to strategic base sites in the Atlantic, one of the acquisitions was St. John's, Newfoundland. Now bases require garrisons; garrisons require troops; and troops require barracks. But no barracks existed at St. John's, so an interim solution had to be provided.

As a result, in October 1940, *America* was towed to Baltimore, Md., to undergo rehabilitation in the Bethlehem Steel Company yard. Earmarked for use as a floating barracks, the ship would provide quarters for 1,200 troops—the garrison for the new base at St. John's. Still a coal-burner, the ship could only make a shadow of her formerly magnificent speed—10 knots.

With the ship's new role came a new name. Possibly to avoid confusion with the liner *America*, then building at Newport News Shipbuilding and Dry Dock Co., the transport's name was

changed to *Edmund B. Alexander*, in keeping with the Army's policy of naming its oceangoing transports for famous general officers. This name honored Edmund Brooke Alexander (1800-1888), who had been brevetted major at Cerro Gordo (18 April 1847) and lieutenant colonel at Contreras and Churubusco (20 August 1847), in the war with Mexico. During the Civil War, he had served as provost marshal in St. Louis, Mo., performing his "delicate and important duties" in a way that merited "the favor of both friend and foe" alike.

Ready for her new duties by January 1941, *Edmund B. Alexander* sailed for Newfoundland, escorted by USCGC *Duane*. She remained there, a floating barracks, until quarters to house the troops had been constructed on shore. At that time, June 1941, she returned to New York.

Extensive repairs in the yards of the Atlantic Basin Iron Works followed. The ship operated briefly between New Orleans and the Panama Canal Zone. Subsequently ordered to Baltimore in May 1942, *Edmund B. Alexander* spent almost a year undergoing a major facelifting, as well as internal work. During the overhaul, she acquired a single funnel, replacing the two, and was converted to burn oil fuel instead of coal. Most importantly, she could now turn up the speed she used to make as one of the premier ocean liners of her day, 17 knots.

Edmund B. Alexander carried troops between New York and the European and Mediterranean theaters for the remainder of World War II. Altered during February and March 1946 to carry military dependents (904 adults—possibly war brides—and 314 children) back from Europe, she performed such duty for the next three years and was placed in reserve at Hawkins' Point, Md., on 26 May 1949. Taken thence on 28 January 1951 to lay-up in the Hudson River, *Edmund B. Alexander* remained there for almost six more years.

This time the call back to active service never sounded. The venerable ship was sold to the Bethlehem Steel Co., of Baltimore, on 16 January 1957 and was broken up under the scrapper's torch a short time later.

III

(CV-66: dp. 80,800 (f.); l. 1,047'6"; b. 130'; e. w. 249'; dr. 35'7"; s. 20+ k.; cpl. 4,582; a. 4 Terrier; ac. 70+; cl. *Kitty Hawk*)

The third *America* (CV-66) was laid down on 1 January 1961 at Newport News, Va., by the Newport News Shipbuilding and Dry Dock Corp.; launched on 1 February 1964; sponsored by Mrs. David L. McDonald, wife of Admiral David L. McDonald, the Chief of Naval Operations; and commissioned at the Norfolk Naval Shipyard on 23 January 1965, Capt. Lawrence Heyworth, Jr., in command.

After fitting out there until 15 March 1965, *America* remained in Hampton Roads for operations off the Virginia capes until getting underway on 25 March. She conducted her first catapult launch on 5 April 1965, with Comdr. Kenneth B. Austin, the carrier's executive officer, piloting a Douglas A-4C "Skyhawk." Proceeding thence to the Caribbean, the carrier conducted shake-down training and concluded it at Guantanamo Bay on 23 June.

Entering the Norfolk Naval Shipyard for post-shakedown availability on 10 July, she remained there until 21 August. She next operated locally through late August and then proceeded to the operating areas off the Virginia capes and to Bermuda, arriving back at Norfolk on 9 September. On 25 September, Rear Admiral J. O. Cobb broke his flag as Commander, Carrier Division (CarDiv) 2.

America sailed for her first Mediterranean deployment late in 1965. New Year's Day, 1966, found her at Livorno, Italy. Over the ensuing weeks, the ship visited Cannes, France; Genoa, Italy; Toulon, France; Athens, Greece; Istanbul, Turkey; Beirut, Lebanon; Valletta, Malta; Taranto, Italy; Palma, Majorca, Spain; and Pollensa Bay, Spain. She sailed on 1 July for the United States. Early in the deployment, from 28 February to 10 March, *America* participated in a joint Franco-American exercise, "Fairgame IV," which simulated conventional warfare against a country attempting to invade a NATO (North Atlantic Treaty Organization) ally. She arrived at NOB, Norfolk, on 10 July, remaining there for only a short time before shifting to the Norfolk Naval Shipyard on 15 July for availability.

America operated locally in the Norfolk area from 29 August to 19 September, after which time she proceeded to Guantanamo Bay to carry out training. After Hurricane "Inez" swirled through



America (CV-66)—her crew spelling out a cheery “HI SYDNEY” on the flight deck—approaches Sydney, Australia, on 11 November 1968, accompanied by a flotilla of small boats, in this view taken by Photographer 1st Class William M. Welch, Jr. (NH 96651)

the region, her sailors spent an estimated 1,700 man-hours in helping the naval base at Guantanamo to recover and return to normal operations.

The following month, *America* initiated into carrier service the Ling-Temco-Vought A-7A “Corsair II”, conducting its flight qualifications off the Virginia capes, while she also conducted automatic carrier landing system trials which demonstrated the feasibility of “no hands” landings of McDonnell-Douglas F-4 “Phantom” and Vought F-8 “Crusader” aircraft.

From 28 November to 15 December, *America* took port in “LANTFLEX 66,” gaining experience in the areas of anti-air, antisubmarine, and carrier strike operations. The ship also participated in a mine drop, missile shoots, and provided air support for amphibious operations. She returned to NOB Norfolk on 15 December, remaining there through the end of the year 1966.

On 10 January 1967, *America* departed Norfolk for her second Mediterranean cruise and relieved *Independence* (CV-62) at Pollensa Bay on 22 January. While crossing the Atlantic, *America* conducted: carrier qualifications for her SH-3A crews, missile shoots in the mid-Atlantic, day and night air operations and various other exercises. Upon nearing Gibraltar, she received a visit from Soviet long-range reconnaissance aircraft, Tupelov TU-95 “Bears” on 18 January. Two F-4B “Phantom” jets met the “Bears” as they approached and escorted them past the ship.

Before anchoring at Athens, on 4 February, *America* participated with Italian control and reporting centers in an intercept-controller exercise. Shortly afterwards, *America* again met with Italian forces in an exercise involving raids upon an attack carrier by fast patrol boats.

The beginning of March found *America* and her consorts, operating as Task Group (TG) 60.1, participating in the United States/United Kingdom Exercise “Poker Hand IV” with the British aircraft carrier HMS *Hermes*. *America* and *Hermes* provided raid aircraft to test each other’s anti-aircraft defenses.

On 1 April, “Dawn Clear,” a two-day NATO exercise, commenced with TG 60.1 units participating. During the first day, *America* provided raid aircraft against Greek and Turkish “targets.” The following day, the exercise continued as Greek aircraft flew raids against TG 60.1 surface units. Following “Dawn Clear,” the ship conducted routine training operations in the Ionian Sea.

America anchored at Valletta at 1000 on 5 April for a five-day visit. Weighing anchor on 10 April, the carrier departed Malta to sail for task group operations in the Ionian Sea. She conducted an open sea missile exercise with the guided missile destroyers *Josephus Daniels* (DLG-27) and *Harry E. Yarnell* (DLG-17). Other operational aspects of the at-sea period consisted of rou-

tine day/night flight operations and a major underway replenishment with other units of TG 60.1.

The following days saw the threat of civil war in Greece commencing with the military coup that ended parliamentary rule in that country. Although King Constantine II held his throne, the possibility of violence in the streets of Athens loomed as a potential threat to the American citizens suddenly caught up in the turmoil. It seemed that evacuation by ship might be necessary; and Commander, 6th Fleet, ordered the formation of a special operations task force. Under the command of Rear Admiral Dick H. Guinn, TF 65, with *America* as flagship, sailed eastward to standby for evacuation, should that step be necessary. Fortunately, violence never materialized in Greece, and the task force was not called upon to act. On 29 April, Rear Admiral Lawrence R. Geis relieved Rear Admiral Guinn as Commander, CarDiv 4, Commander, TF 60, Commander, TF 65, and Commander, TF 502 (NATO). With a new admiral on board, and the Greek political crisis behind her, *America* sailed into Taranto Harbor, Italy, on the first day of May for eight days of relaxation. During three days of general visiting in Taranto, *America* hosted 1,675 visitors who came aboard to tour the hangar and flight decks. *America* departed Taranto on 8 May for routine task group operations in the Ionian and Tyrrhenian Seas; she followed these with a port visit to Livorno.

By 25 May, there was evidence that a crisis was brewing in the Middle East. *America*’s crew, from reading the ship’s paper, the *Daily Eagle*, could see that tensions between Israel and the Arab States had been rising fast. As soon as the ship was slated to finish with the last of her “Poop Deck” exercises, she would be heading back to the Sea of Crete.

For the next 48 hours *America* steamed east and south from the coast of Spain, through Malta Channel and on to the Sea of Crete to join up with the ships of TG 60.2, the carrier *Saratoga* (CVA-60) and her destroyers. The carrier task force, under the command of Rear Admiral Geis, prepared for any contingency.

For the next week the officers and men of *America* listened to the nightly news report over WAMR-TV, the carrier’s closed circuit television station, and read every bit of news in the *Daily Eagle*. Headlines told of a worsening situation. First, Egypt moved troops into the Gaza Strip, demanding that the United Nations (UN) Peacekeeping Force be withdrawn. Then, Israel beefed up her forces and, in turn, each of the other Arab countries put her armed forces on alert. As war clouds darkened, the United Arab Republic closed the Gulf of Aqaba to Israeli shipping.

During this time, the carrier conducted normal training operations off the island of Crete and held two major underway replenishment operations. On 5 June, seven American newsmen

from the wire services, the three major American television networks and several individual newspapers across the country flew on board. These seven were soon joined by others, 29 in all, including media representatives from England, Greece, and West Germany.

Their presence was evident everywhere on board the carrier. They lined the signal bridge and the flight deck, their cameras recording the cycle of flight operations, refuelings, and the tempo of shipboard routine. At night, Robert Goralski of NBC News and Bill Gill of ABC News teamed up to present the WAMR "Gill-Goralski Report," a half-hour on the latest developments in the Mideast and around the world.

America's presence was soon noted, and the carrier soon attracted other, less welcome, visitors. A Soviet destroyer had joined up on the morning of 2 June; armed with surface-to-air guided missiles, the Russian ship constantly cut in and out of the carrier's formation. Shortly afternoon on 7 June, Vice Admiral William I. Martin, Commander 6th Fleet, sent the Soviet ship a message, in Russian and English: "Your actions for the past five days have interfered with our operations. By positioning your ship in the midst of our formation and shadowing our every move you are denying us the freedom of maneuver on the high seas that has been traditionally recognized by seafaring nations for centuries."

"In a few minutes," the message continued, "the task force will commence maneuvering at high speeds and various courses. Your present position will be dangerous to your ship as well as the ships of this force. I request you clear our formation without delay and discontinue your interference and unsafe practices." Although that particular Soviet guided missile destroyer left *America* alone, her sister ships soon arrived to dog them for days, harassing the carrier and her escorting destroyers.

On the morning of 5 June, while *America* was refueling from the oiler *Truckee* (AO-147), with the CarDiv 4 band and the "rock 'n' roll" combo of *Truckee* (AO-147) playing against one another, the word came that the Israelis and the Arabs were at war. That afternoon the bosun's pipe called the crew to a general quarters drill, and the excitement of the moment was evident as all hands rushed to their battle stations. When general quarters was secured, the word was passed over the 1-MC, the ship-wide general announcement system, to set condition three, an advanced state of defensive readiness.

On 7 June, the destroyer *Lloyd Thomas* (DD-761), in company with *America*, obtained a sonar contact, which was classified as a "possible" submarine. Rear Admiral Geis immediately dispatched *Lloyd Thomas* and the guided missile destroyer *Sampson* (DDG-10) to investigate the contact. *Sampson* obtained contact quickly and coordinated with *Lloyd Thomas* in tracking the possible submarine.

America launched one of her antisubmarine helicopters, a Sikorsky SH-3A "Sea King" of Helicopter Antisubmarine Squadron (HS) 9, and gained sonar contact. At midnight, the contact was reclassified as a "probable" submarine. At that time, no known or friendly submarines were reported to be in the area of the contact. The destroyers maintained good sonar contact through the night.

At 0530 on 8 June, a Lockheed SP-2H Neptune antisubmarine patrol plane of Patrol Squadron (VP) 7, coordinating with the destroyers and helicopters, obtained a magnetic anomaly detector (MAD) confirmation over the contact. The MAD equipment allows an ASW aircraft to confirm that a contact detected in the sea by other means is actually a very large metal object.

Rear Admiral Geis announced the "probable" submarine's presence at noon. The newsmen, still embarked, dashed off stories to their home offices. Other events, however, would soon overshadow the story about a 'probable' sub lurking near an American carrier task force.

At about 1400 local time, on 8 June 1967, the technical research ship *Liberty* (AGTR-5) was attacked by Israeli torpedo boats and jet fighters, approximately 15 miles north of the Sinai port of El Arish, in international waters. She had been in position to assist in communications between United States diplomatic posts in the Mideast and to aid in the evacuation of American dependents from the area if necessary.

However, the first word that reached *America* and the Department of Defense in Washington gave no indication as to the identity of the attackers. *America's* flight deck came alive. In a matter of minutes, F-4B "Phantom" interceptors were in the air to ward off any possible attack against task force units. At the

same time, bombs and rockets moved from the magazines deep within the ship to the flight deck. Four Douglas A-4 "Skyhawk" attack bombers were loaded and launched together with fighter cover. As the planes sped towards *Liberty's* position, however, word was received from Tel Aviv that the attackers had been Israeli and that the attack had been made in error. The planes outbound from *America* were recalled with their ordnance still in the racks.

The attack on *Liberty* had cost the lives of 34 men, with 75 wounded, 15 seriously. Admiral Martin dispatched two destroyers, *Davis* (DD-937) and *Massey* (DD-778), with Lt. Comdr. Peter A. Flynn, MC, USN, one of *America's* junior medical officers, and two corpsmen from the carrier on board. The destroyers rendezvoused with *Liberty* at 0600 on 9 June, and the medical personnel, including a second doctor from one of the destroyers, were transferred immediately to the damaged research ship.

At 1030, two helicopters from *America* rendezvoused with *Liberty* and began transferring the more seriously wounded to the carrier. An hour later, about 350 miles east of Souda Bay, Crete, *America* rendezvoused with *Liberty*. The carrier's crew lined every topside vantage point, silent, watching the helicopters bring 50 wounded and nine dead from *Liberty* to *America*. As *Liberty* drew alongside, listing, her sides perforated with rockets and cannon shell, nearly 2,000 of the carrier's crew were on the flight deck and, spontaneously moved by the sight, gave the battered *Liberty* and her brave crew a tremendous cheer.

America's medical team worked around the clock removing shrapnel, and treating various wounds and burns. Doctors Gordon, Flynn and Lt. Donald P. Griffith, MC, worked for more than 12 hours in the operating room, while other doctors, Lt. George A. Lucier and Lt. Frank N. Federico made continuous rounds in the wards to aid and comfort the wounded. Their jobs were not finished that day; for the next week and more, the *Liberty's* wounded required constant attention.

Since the fighting had started between the Israelis and the Arabs, a weary quiet had settled over the carrier's flight deck. Ready, the ship waited for any possible situation, but the planes never left the decks.

However, as the Israeli forces moved to speedy victory in the "Six-Day War," the Arabs charged that 6th Fleet aircraft were providing air cover for Israeli ground forces. As witnessed and reported by the newsmen on board, these charges were completely false. The 6th Fleet, as with all other American forces, had remained neutral.

On Wednesday morning, 7 June, Admiral Martin issued a statement to the press: "It would have been impossible for any aircraft from the 6th Fleet to have flown the support missions alleged by various Middle Eastern spokesmen . . . No aircraft of the 6th Fleet have been within a hundred miles of the eastern coast of the Mediterranean, specifically Israel and the UAR. Furthermore, no 6th Fleet aircraft has entered the territorial airspace of any Middle Eastern or North African nation during the current period of tension."

The admiral gave members of the press copies of both *America's* and *Saratoga's* flight plans for the days in question and a rundown of the task force's position at all times during the conflict. He pointed out that a check of the carriers' ordnance inventory would refute the charges, that both the number of pilots and aircraft embarked had changed only with the return of personnel and planes from the Paris Air Show.

America conducted a memorial service on 10 June, on the carrier's flight deck. The oft-repeated words of the Navy Hymn, of "those in peril on the sea," echoed across the wind-swept deck, possessing poignant meaning for those who were aware of *Liberty's* travail.

As Israeli forces advanced towards the Suez Canal and the Jordan River, and appeals for a cease-fire came, the tension relaxed aboard ship. The crew took time out for an 11-bout boxing smoker in the hangar bay. With a running commentary by the Gill-Goralski team, nearly 2,000 crew members crowded around the ring while others watched the action over closed circuit television. *America* continued on station for several more days, but the tension seemed to have gone. The newsmen left, the uninvited Soviet guests called no more, and regular flight operations resumed. During the crisis, the presence of *America* and the 6th Fleet had demonstrated once again the power, mobility, and flexibility of sea power.

On a lighter note, during the same period, other activities

were happening aboard ship, and in Paris, France. Two squadrons of CVW-6 participated in the 27th Paris Air Show held at the French capital's Le Bourget Airport from 25 May to 5 June. A Fighter Squadron (VF) 33 F-4B "Phantom" and an Early Warning Squadron (VAW) 122 Grumman E-2A "Hawkeye" were on display at the airfield throughout the show.

America next hosted, commencing on 14 June, 49 midshipmen from the United States Naval Academy and Naval Reserve Officer Training Corps (NROTC) units across the country. For six weeks the "middles," under the watchful eyes of the ship's officers, filled junior officer billets in all of the departments in the ship. In late July, the second group of 41 "middles" arrived for their six-week cruise.

America transited the Dardanelles on 21 June and arrived at Istanbul, where Rear Admiral Geis laid a wreath at the foot of the grave of the Unknown Soldier as a tribute to the Turkish war dead. Three days later, however, a group of angry demonstrators burned the wreath. Then, approximately 600 students, with 1,500 spectators and sympathizers, participated in an anti-American 6th Fleet protest march, culminating in speeches in the area of the fleet landing. Liberty for the crew was canceled for most of the afternoon; however, by early evening the situation had quieted down enough so that liberty could be resumed. All was peaceful for the remainder of the visit.

America departed Istanbul on 26 June for five days of operations in the Aegean Sea. On 1 July, the carrier steamed into the port of Thessaloniki, Greece for her first visit to that port. For Independence Day celebrations aboard ship, Rear Admiral Geis and *America's* commanding officer, Capt. Donald D. Engen hosted the Prefect of Thessaloniki, the Mayor of Thessaloniki, the American Consul and approximately 75 Greek Army officers and civilians. On 8 July, Rear Admiral Daniel V. Gallery, USN (Ret.) arrived on board via "COD" (Carrier Onboard Delivery) aircraft. Admiral Gallery was visiting as many 6th Fleet ships as possible during his month stay in the Mediterranean to gather material for articles and books. He also departed by COD, on 9 July.

On 16 July, *America* anchored at Athens for her second visit to that port of the 1967 cruise, before she proceeded thence to Valletta on 29 July. On 7 August, *America* anchored in the Bay of Naples. After visits to Genoa and Valencia, the carrier sailed into Pollensa Bay and commenced the turnover of her 6th Fleet materials to her relief, the attack carrier *Franklin D. Roosevelt* (CVA-42).

America moored at Pier 12, Naval Station, Norfolk, on 20 September and entered the Norfolk Naval Shipyard on 6 October. She remained there, undergoing a restricted availability, into early January 1968. From 6 to 8 January, the ship steamed for three days of sea trials in the Virginia capes operating area. After a four-day ammunition onload at anchorage X-ray in Hampton Bay and a brief stay at Pier 12, NOB, Norfolk, *America* departed for a month-long cruise to the Caribbean for the naval technical proficiency inspection (NTPDI), refresher training with the Fleet Training Group, Guantanamo Bay, and type training in the Atlantic Fleet Weapons Range (AFWR) before she could proceed to the Jacksonville Operating area for carrier qualifications.

America departed Norfolk on 16 January. Upon arrival at Guantanamo Bay soon thereafter, the ship conducted extensive drills and exercises and inspections were conducted in almost all shipboard activities. General quarters was a daily routine as the ship strove to reach the peak of proficiency required in its upcoming combat deployment to the western Pacific (WestPac).

On 1 February, *America* departed the Guantanamo area, bound for the AFWR. The next day, 2 February, representatives from the AFWR came on board to brief *America* representatives and Carrier Air Wing (CVW) 6 pilots on forthcoming operations. The training consisted of invaluable and highly successful exercises in environmental tracking, antimissile defense, airborne jamming against radars, emergency aircraft recovery, and simulated PT boat attacks.

With this phase of her combat training completed, *America* departed the AFWR on 9 February for carrier qualifications in the Jacksonville operating area, and held them from the 12th through the 15th.

On the 17th, *America* moored at berths 23 and 24 at Norfolk Naval Shipyard to prepare for final type training, prior to her upcoming WestPac deployment. On 7 March, *America* again put to sea, back to the AFWR for further type training and Exercise

"Rugby Match." Enroute to the Caribbean, the ship held various exercises in weapons loading, electronic countermeasures (ECM), and general quarters. On 10 March, *America* flew off the first of eight simulated air strikes. *America's* CVW-6 flew "attack" sorties against "enemy" positions on Vieques Island, near Puerto Rico. A search and rescue exercise (SAREX) was conducted to test the ship and air wing response to the distress call of a downed aviator. She also held several missile defense exercises to test the ship's reflexes against a surface threat.

America's planes flew photographic reconnaissance sorties over Vieques, and "found" simulated targets on film. Communications exercises simulated conditions in Tonkin Gulf, as a high volume of message traffic similar to that to be experienced in southeast Asia was generated by Commander, CarDiv 2, who was embarked in the ship. On 13 and 14 March, the weapons department also flexed their muscles by firing two Terrier missiles.

Exercise "Rugby Match," a major Atlantic Fleet exercise involving approximately eighty ships was held in the AFWR from 7 to 29 March. *America* and Commander, CarDiv 2 (as commander, Task Group (TG)) 26.1, participated from the 18th to the 20th.

As the "Blue" Force attack carrier, *America* and her air wing pilots provided close air support (CAS), photo reconnaissance and combat air patrol (CAP) sorties for Task Force (TF) 22, the "Blue" amphibious landing force, during a landing on the island of Vieques. Prior to *America's* main participation during this period, CVW-6 flew an aerial mining mission in the amphibious operating area on the 15th. D-day was 19 March. On return from their missions as CAS and CAP, several aircraft tested the anti-aircraft defenses of the task force by flying raids against *America*.

America moored at Pier 12 NOB, Norfolk, at 1315, 23 March. Two days later, on the 25th, she put to sea again for a dependents' cruise. Then, on the dark, rainy afternoon of 10 April, *America* stood out of Hampton Roads, bound for "Yankee Station," a half-a-world away. The next day, the ship's complement of men and machines was brought up to full strength as *America* recovered the remainder of CVW-6's aircraft off the coast of the Carolinas. En route, she conducted one last major training exercise. Rio de Janeiro, Brazil, was the next stop enroute to southeast Asia, *America's* first to that city and continent. Now with her course set almost due east, *America* sailed through waters she had never travelled before. Across the southern Atlantic, around the Cape of Good Hope, past Madagascar and out into the broad expanse of the Indian Ocean towards the Sunda Strait and Subic Bay, Philippine Islands. From Subic the ship sailed northwest through the South China Sea towards "Yankee Station." Enroute, on 26 May, the ship participated in exercise "NEWBOY" and the next day held carrier qualifications. At 1000, 30 May, she arrived at "Yankee Station," and at 0630 the next morning the first aircraft since commissioning to leave her deck in anger was launched against the enemy.

During four line periods, consisting of 112 days on "Yankee Station," *America's* aircraft pounded at roads and waterways, trucks and waterborne logistics craft (WBLCs), hammered at petroleum storage areas and truck parks and destroyed bridges and cave storage areas in the attempt to impede the flow of men and war materials to the south. On 10 July 1968, Lt. Roy Cash, Jr. (pilot) and Lt. (j.g.) Joseph E. Kain, Jr. (radar intercept officer), in an F-4J "Phantom" from VF-33 downed a MiG-21, 17 miles northwest of Vinh, North Vietnam, for the ship's first MiG "kill" in the Vietnam War. *America* and her embarked air wing, CVW-6, would later be awarded the Navy Unit Commendation for their work during that time.

Between line periods, *America* visited Hong Kong, Yokosuka and Subic Bay. With *America's* mission on "Yankee Station" nearing completion, she launched the last of her attack aircraft at 1030 on 29 October. The next day, she set sail for Subic Bay and the offload of various "Yankee Station" assets. In addition, a heavy attack squadron, VAH-10, and an electronic countermeasures squadron, VAQ-130, departed the ship on 3 November as they began a transpacific movement of their entire detachments to Alameda, and 144 aviators along with several members of the ship's company departed for the United States on the "Magic Carpet" flight.

The days the ship spent en route to Australia, New Zealand, Brazil, and Norfolk were, of necessity, more relaxed than those of her six months of combat. Nine hundred ninety-three "Pollywogs" were initiated into the realm of Neptune Rex on the

morning of November 7th as the ship again crossed the Equator. On 9 November, a flight deck "cookout" was sponsored by the supply department as the entire crew enjoyed char-broiled steaks and basked in the equatorial sun. After mooring at 1330 on 16 December at Pier 12, Norfolk, her "round-the-world" cruise completed, post-deployment and holiday leave began, continuing through the first day of the year 1969.

Shortly thereafter, on 8 January 1969, she headed for the Jacksonville operating area where she served as the platform for carrier qualifications. On 24 January, *America* arrived at the Norfolk Naval Shipyard to begin a nine-month overhaul. Upon completion of the overhaul, the carrier conducted post-repair trials and operated locally off the Virginia capes. During one period of local operations, between 21 and 23 November 1969, *America* took part in carrier suitability tests for the Lockheed U-2R reconnaissance plane.

On 5 January 1970, the carrier departed the Norfolk area to commence a nine week cruise in the Guantanamo Bay operating area. From 15 to 21 February, *America* participated in Operation "SPRINGBOARD 70," the annual series of training exercises conducted in the Caribbean. The program was established to take advantage of good weather and the extensive modern training facilities, including targets of all kinds, which are available in order to achieve maximum training during the period. This exercise included submarine operations, air operations, and participation by the Marine Corps. At the completion of this testing and training, *America* departed the Guantanamo area to arrive at the Jacksonville area on 1 March in order to conduct carrier qualification landings with the various squadrons stationed in and around the Jacksonville/Cecil Field area.

America arrived at NOB, Norfolk, on 8 March, and remained there for approximately one month making last minute preparations for an eight-month deployment.

On 10 April 1970, with CVW-9 on board, *America* left Norfolk, and paused briefly in the Caribbean Sea for an operational readiness inspection before proceeding on a voyage that took her across the equator to Rio de Janeiro, round the Cape of Good Hope, across the Indian Ocean, into the Pacific Ocean and finally to Subic Bay in the Philippines.

On 26 May, *America* began its first day of special operations in

the Gulf of Tonkin, when Comdr. Fred M. Backman, commanding officer of VA-165, and his bombardier/navigator, Lt. Comdr. Jack Hawley, in a Grumman A-6C "Intruder" flew the ship's first combat sortie of the 1970 WestPac cruise. On the same day, the Navy's newest light attack aircraft, the A-7E Corsair II received its first taste of combat. At 1201, Lt. (j.g.) Dave Lichterman, of VA-146, was catapulted from the deck in the first A-7E ever to be launched in combat. He and his flight leader, Comdr. Wayne L. Stephens, the squadron's commanding officer, subsequently delivered their ordnance with devastating accuracy using the A-7E's digital weapons computer. Shortly after 1300, Comdr. R. N. Livingston, skipper of the "Argonauts" of VA-147, and Lt. Comdr. Tom Gravely rolled in on an enemy supply route to deliver the first bombs in combat in an A-7E, reportedly "all on target".

For five line periods, consisting of 100 days on "Yankee Station," *America*'s aircraft pounded at roads and waterways, trucks and waterborne logistic craft (WBLC), hammered at petroleum storage areas and truck parks in an attempt to impede the flow of men and war materials to the south.

On 20 August, at Manila, Vice Admiral Frederic A. Bardshar, Commander, Attack Carrier Striking Force, 7th Fleet, hosted the President of the Philippines, Ferdinand E. Marcos, on board *America*. President Marcos was given a 21-gun salute as he and Mrs. Marcos arrived on board from their Presidential yacht to visit the ship. Accompanied by American Ambassador and Mrs. Henry A. Byade, they were greeted by Vice Admiral Bardshar and *America*'s commanding officer, Capt. Thomas B. Hayward, and were subsequently escorted to the ship's hangar deck where the carrier division band and the ship's marine detachment rendered honors. Following their arrival, the visiting party dined with Vice Admiral Bardshar and Capt. Hayward, and were later given a brief tour of the ship.

On 17 September, *America* completed her fourth line period and headed for special operations off the coast of Korea and, subsequently, the Sea of Japan. On 23 September the carrier entered the Tsushima Straits, remained in the Sea of Japan for approximately five days and exited on 27 September through the Tsugaru Strait.

During this period, *America* and CVW-9 engaged in three



America (CV-66), 14 May 1970. Note plane guard helicopter in right far background, an A-3 on the starboard catapult and an E-2C "Hawkeye" on the port. F-4 "Phantoms" sit poised on the port catapults. Photo taken by Photographer 3d Class L. J. Lafeir. (USN-1145455)

exercises: "Blue Sky," with elements of the Chinese Air Force, from Taiwan; "Commando Tiger," conducted in the Sea of Japan, involving air units of the Republic of Korea (ROK) Air Force (ROKAF); and, after exiting the Tsugara Straits, "Autumn Flower," air defense exercises with the Japanese Air Self Defense Force (JASDF) and the United States Fifth Air Force.

On 7 November, *America* completed her fifth line period and departed for her last visit to Subic Bay. Through five line periods, the carrier had flown off 10,600 sorties (7,615 combat plus combat support), 2,626 actual combat sorties, completed 10,804 carrier landings, expended 11,190 tons of ordnance, moved 425,996 pounds of cargo, handled 6,890 packages and transferred 469,027 pounds of mail. She had accomplished this without a single combat loss and only one major landing accident with, fortunately, no fatalities. Considering sustained combat operations in prevailing immoderate weather and highly successful 7th Fleet exercises without one day's loss in operations due to any material casualty, *America* left the Pacific Ocean justifiably proud of her accomplishments.

On the long trip home, *America* welcomed approximately 500 more "pollywogs" into the realm of "Neptunus Rex." The day before the carrier arrived at Sydney, Australia, for a three day rest and recreation visit, United States ambassador to Australia and his wife, the Honorable and Mrs. Walter L. Rice, flew on board to accompany the ship into Sydney.

With so much to be thankful for, *America* celebrated two Thanksgivings. At exactly 2329 on November 26, *America* crossed the International Date Line. Moments later it became Thanksgiving Day again. On both days, crewmembers feasted on turkey, beef, lobster tails, Virginia ham, and roast duckling.

After rounding Cape Horn on 5 December 1970, *America* headed north, stopped briefly at Rio de Janeiro for fuel, and arrived at Pier 12, NOB Norfolk, on 21 December. She remained there until 22 January 1971, when the ship entered the Norfolk Naval Shipyard for a three month restricted availability. She departed the yard, on schedule, on 22 March. Over the ensuing weeks, the ship operated locally in the Virginia capes operating areas. She then carried out exercises in Puerto Rican waters, with United States Navy as well as Royal Navy warships—including HMS *Ark Royal* (R.09), HMS *Cleopatra* (F.28), and HMS *Bacchante* (F.69).

After a return to Norfolk, *America* stood out of Hampton Roads on 6 July 1971 for the Mediterranean. On 16 July 1971, *America* dropped anchor at Rota, Spain, in order to receive her turnover information from the ship she was relieving on station, *Franklin D. Roosevelt*. *America* then entered the Mediterranean for the third time since her commissioning. Between the time the ship left Rota, until she reached Naples, she participated in three major exercises.

Following a port call at Naples, *America* proceeded on a course toward Palma, Mallorca. While enroute, she participated in "PHIBLEX 2-71," in which she covered a mock amphibious landing at Capoteulada, Sicily. After a port visit at Palma, Mallorca, *America* participated from 16 to 27 August in "National Week X," one of the largest exercises conducted in the Mediterranean. At the termination of the exercise, *America* proceeded to Corfu, Greece, her next liberty port. She then visited Athens shortly thereafter.

After conducting routine operations in the eastern Mediterranean and making a port call at Rhodes, Greece, the ship proceeded to the Aegean Sea to participate in Operation "Deep Furrow 71," *America* and CVW-8 providing close air support for almost the entire exercise.

Proceeding thence to Thessaloniki, Greece, for a port visit, *America* then participated in "National Week XI," in the central Mediterranean. The carrier subsequently visited Naples before she steamed into the western Mediterranean to participate in exercises with British, Dutch, Italian and French forces in Exercise "Ile D'Or," completing her part in the evolutions by 19 November. *America* then conducted port visits to Cannes and Barcelona before proceeding to Rota. There, on 9 December, she was relieved on station by *John F. Kennedy* (CVA-67).

Arriving back at Norfolk on 16 December, *America* moored at Pier 12, NOB, Norfolk, for post-deployment standdown before unloading ammunition in preparation for availability at the Norfolk Naval Shipyard. After the two-month overhaul, the carrier conducted sea trials. Soon thereafter, *America* embarked on a program of training, accelerated due to the fact that the date of her deployment had been advanced one month, and participated

in Exercise "Exotic Dancer V." She returned to Pier 12, NOB, Norfolk, upon conclusion of the exercises.

On 2 June 1972, three days before *America* was to sail, Admiral Elmo R. Zumwalt, the Chief of Naval Operations, visited the ship, and explained the reason why her orders had been changed sending her to the Gulf of Tonkin instead of the Mediterranean. Sailing on 5 June, *America* crossed the equator on 12 June and held the usual initiation of "pollywogs" into the realm of Neptune.

Escorted by *Davis* (DD-937) and *Dewey* (DD-937), and accompanied by the fleet oiler *Waccamaw* (AO-109), *America* proceeded toward southeast Asia, and rounded Cape Horn on 21 June. Joining the 7th Fleet later in June, *America* relieved the attack carrier *Coral Sea* (CVA-43) on station, and commenced combat operations on 12 July. A ruptured main feed pump, however, prompted an early return to Subic Bay on 25 July for repairs, the ship arriving in the Philippines during a time of natural devastation—floods and landslides.

The repair work was delayed for two weeks while needed parts were rushed to Subic Bay. *America* stood out on 9 August to return to the line, and soon resumed carrying out strike operations against communist targets in North Vietnam. On 6 October, bombs from her planes dropped the Thanh Hoa Bridge, a major objective since the bombing of the North had begun years before.

Completing her line period and stopping over briefly at Subic Bay, *America* steamed to Singapore, departing that port on 20 October to resume operations on "Yankee Station." Less than a month later, a fire broke out on board *America*, at 1410 on 19 November 1972, in the number two catapult spaces. The ship went to general quarters as smoke began to fill the 03 level, and damage control parties soon had the blaze extinguished. Clean-up and repair work ensued, and despite not having the services of one of her catapults, *America* remained on the line and continued to meet her commitments.

After an extended line period of 43 days, *America* reached Subic Bay on 2 December, where the number two catapult was repaired, and departed the Philippines on 8 December to return to "Yankee Station." A week before Christmas, *America* learned that the breakdown of peace talks in Paris had led to a resumption of bombing of targets in North Vietnam. *America* swung into action, and the pace proved hectic until the Christmas ceasefire. "Christmas away from home is never good," *America's* historian wrote, "but the men of *America* made the best of it with homemade decorations." There were services to celebrate the season, "and carolers were noted strolling through the passageways . . ."

On 28 December, the carrier anchored in Hong Kong harbor, and remained there until 4 January 1973, when she stood out for the Philippines and the period of rest and repairs at Subic Bay that would precede the ship's return to the line. All hands avidly followed the progress of the peace talks as *America* returned to "Yankee Station," and resumed operations. After two weeks on the line, the ship learned that peace had been secured and that an agreement was to be signed in Paris. At 0800 on 28 January 1973, the Vietnam War—at least that stage of it—was at an end. Rumors swept the ship that her deployment would be shortened because of the cessation of hostilities, and hope ran high as the ship moored at Subic Bay on 3 February.

America did return to "Yankee Station" one last time, but her time on station proved short, as she returned to Subic Bay on 17 February and sailed thence for the United States three days later, on 20 February 1973. The carrier arrived at Mayport, Fla., disembarking men from CVW-8 and embarking the teen-aged sons of some of the ship's company officers and men, thus allowing them to ride the ship back to Norfolk with their fathers, something thoroughly enjoyed by all who took part.

On 24 March 1973, *America* arrived back at NOB, Norfolk, mooring at Pier 12 and bringing to a close her sixth major deployment since commissioning. She immediately began preparations for a 30-day standdown and the restricted availability to follow at the Norfolk Naval Shipyard. She entered the yard on 11 May, and emerged after that period of repairs and alterations on 10 August.

America conducted local operations out of Norfolk into October, and during this period the ship celebrated a significant milestone in the life of a carrier: she logged her 100,000th landing on 29 August 1973, when her COD aircraft (nicknamed "Miss *America*"), piloted by Lt. Comdr. Lewis R. Newby and Lt. Comdr. Ronnie B. Baker, landed on board. Cake-cuttings on the hangar deck and in the wardroom celebrated the occasion.

On 29 October, *America* cleared Hampton Roads for Jacksonville and a period of carrier qualifications. She was conducting routine training operations on 1 November 1973 when she went to the assistance of the crippled sailing schooner *Harry W. Adams* of Nova Scotia. The 147-foot schooner, her engine disabled and without power for her pumps, was taking on water. Helicopters from *America* sped to the scene, and the ship provided rescue specialists and underwater demolition experts to assist in the effort. The ship's captain and his crew of nine all escaped serious injury, although the carrier's helicopters brought three of the crew on board for medical examinations and a warm meal. *America* stood by until the late afternoon, when the Coast Guard cutter *Port Roberts* arrived to assist *Harry W. Adams* into port at Jacksonville.

After concluding her operations in the Jacksonville area, *America* paid a port call at Ft. Lauderdale, Fla., from 4 to 8 November. She proceeded thence to sea for exercises of various kinds to hone the skills of the ship-air wing team and, following her operational readiness inspection off Mayport, proceeded back to Norfolk, mooring at Pier 12, NOB, on 21 November.

America then steamed south after the Thanksgiving holiday, for Atlantic Fleet readiness exercises, returned via Mayport to Norfolk on 13 December, and remained in her home port until sailing for the Mediterranean on 3 January 1974.

Relieving *Independence* at Rota, Spain, on 11 January, she became the flagship for Rear Admiral Frederick C. Turner, Commander, TF 60. *America* commenced operations in the western Mediterranean that day and, over the next few weeks; divided her time between at-sea periods and port visits to Toulon, Barcelona, and Valencia. From 15 to 19 February, the carrier participated in Exercise "National Week XVI," and upon the conclusion of that evolution anchored in Souda Bay, Crete. She proceeded thence for a port call at Athens.

Standing out of the waters of that Greek port on 1 March, *America* participated in "PHIBLEX 9-74," in which the ship's air wing, CVW-8, practiced supporting an amphibious landing. The carrier then operated north of Crete on exercises in early April, after which time she put into Athens on 9 April.

America then participated in NATO exercise, "Dawn Patrol," in which units of the navies of the United States, United Kingdom, Portugal, Holland, France, Italy, and West Germany participated. During one phase of this exercise, the carrier's marine detachment embarked in *El Paso* (LKA-117) and stormed ashore from that amphibious ship while *America's* planes provided close air support.

Upon the conclusion of "Dawn Patrol," the carrier paid another visit to Athens, proceeding thence on 19 May for a four-day period of exercises, after which time she steamed to Istanbul, arriving there on 23 May.

Immediately following this port call, the ship returned to Athens and sailed thence for Exercise "SHAHAZ" to test the air defense capability of NATO ally Turkey early in June. *America* then anchored off the island of Rhodes, Greece, on 6 June for a four-day port visit, after which time she returned to Athens to embark Naval Academy midshipmen for their summer training cruise. *America* then participated in Exercise "Flaming Lance," off the coast of Sardinia, during which time *Leahy* (DLG-16) controlled over 1,000 intercepts by *America's* aircraft.

Making her last port call at Athens for the deployment, the carrier steamed to Souda Bay on 1 July, loading minesweeping equipment that had been used in Operation "Nimbus Star," the clearance of the Suez Canal. *America* then proceeded to Corfu, and began the transit out of the eastern Mediterranean on 6 July, arriving at Palma, Mallorca, three days later.

America anchored off Rota on 15 July, for what was scheduled to have been an off-load of the equipment of Commander, TF 60, staff. Clashes between Greek and Turkish forces on Cyprus, however, prompted the Joint Chiefs of Staff to order *America* to remain at Rota until the arrival of her relief, *Independence*, on 28 July. As soon as that attack carrier entered the 6th Fleet operating area, *America* commenced her homeward voyage, ultimately reaching Pier 12, NOB Norfolk, on 3 August.

A little over a month later, *America* sailed for the North Sea, to participate in a NATO exercise, "Northern Merger," departing Norfolk on 6 September. *America* joined with HMS *Ark Royal* in providing air support for a NATO task force and for an amphibious landing. Throughout the exercise, Soviet surface

units, as well as "Bear" and "Badger" aircraft, conducted surveillance missions over and near the NATO force.

Upon the conclusion of "Northern Merger," *America* steamed to Portsmouth, England, arriving there on 29 September to commence a five-day port visit. The carrier proceeded thence back to the United States, reaching Pier 12, NOB, Norfolk on 12 October, to commence preparations for a major overhaul at the Norfolk Naval Shipyard. Entering the yard on 27 November 1974, *America* remained there until 27 September 1975, when the ship got underway to conduct post-overhaul sea trials.

America departed Norfolk Naval Shipyard on 16 October 1975 for local operations off the Virginia capes and, after a few weeks alongside her familiar berth, Pier 12, NOB, Norfolk, departed Hampton Roads for Cuban waters and refresher training.

While steaming north of Cuba and preparing for the operational readiness inspection that concludes refresher training, *America* picked up distress calls, immediately deploying helicopters and fixed-wing aircraft to search for a disabled motorized sailboat, *Ruggentino*. One of the carrier's helicopters located a boat in distress and guided a tug to the scene and the tug soon took the disabled craft in tow.

That boat, however, proved to be named *Content*, so *America* and her aircraft resumed the search for *Ruggentino*. One of her planes located the craft in question soon thereafter, and the ship dispatched a motor whaleboat to assist. *America's* sailors soon had the boat pumped out and headed for port. This effort, two successful search-and-rescue missions in one night under adverse weather conditions earned the ship a "well done."

America completed her schedule of training in Cuban waters, and then returned north, arriving back at Norfolk on 16 December 1975. Following the year-end standdown, the carrier resumed local operations out of Norfolk in January 1976 and, in March, participated in Exercise "Safe Pass '76" with ships of the Canadian, West German, Dutch and British navies. She ultimately sailed for the Mediterranean on 15 April 1976 with CVW-6 and Commander, Carrier Group (CarGru) 4, Rear Admiral James B. Linder, embarked.

Soon after her arrival in the turnover port of Rota, *America* participated in a NATO exercise, "Open Gate," before entering the Mediterranean. Passing the Pillars of Hercules on 3 May, the ship entered into the eastern Mediterranean in support of Operation "Fluid Drive," a contingency operation for the evacuation of non-combatants from war-torn Lebanon. For the next three months, the carrier maintained a high state of readiness. In conjunction with "Fluid Drive," the ship and her air wing maintained continuous surveillance of the Soviet Mediterranean fleet, which at that point was at its largest since the Yom Kippur War of 1973.

On 24 May, *America* anchored in Rhodes, Greece, to commence her first liberty of the deployment; but violent anti-American demonstrations prevented the carrier's crew from going ashore; and the ship stood out two days later. *America* conducted a port visit to Taranto, Italy, instead, but the deteriorating situation in the eastern Mediterranean required the ship to sail sooner than scheduled.

The assassination of the United States ambassador to Lebanon, Francis E. Meloy, and Economic Counsellor Robert O. Waring, as they were on their way to visit Lebanese President Elias Sarkis on 13 June 1976 prompted the evacuation of Americans from that nation a week later, on the 20th. *America* remained on alert while landing craft from the dock landing ship *Spiegel Grove* (LSD-32) transferred the evacuees from the beach to safety. Following the successful evacuation, the carrier proceeded westward for a few days of liberty in Italian ports, celebrating the country's bicentennial Independence Day, 4 July 1976, at Taranto.

Proceeding back into the eastern Mediterranean on 11 July to conduct a missile exercise north of Crete, the ship continued to maintain responsibility for "Fluid Drive." On 27 July, as more Americans were evacuated from Lebanon on board *Portland* (LSD-37), the carrier provided support. Relieved of her responsibilities in the eastern Mediterranean on 2 August, *America* reached Naples soon thereafter, and remained in port for two weeks. The carrier returned to sea on 18 August and participated in Exercise "National Week XXI" with other 6th Fleet units.

Upon the termination of "National Week XXI," *America* proceeded to Palma de Mallorca, whence she proceeded to participate in "Poop Deck 3-76" with Spanish Air Force units and United

States Air Force units based in Spain. Then, following visits to the Spanish ports of Barcelona and Malaga, *America* took part in the final exercise of her Mediterranean cruise, Exercise "Display Determination." HMS *Ark Royal* teamed with *America*, and ships from the navies of Italy, Greece, Portugal, and Turkey participated as well. The American carrier conducted convoy escort duties, simulated close air support for amphibious operations, and simulated strikes against military targets. Upon conclusion of "Display Determination," the carrier proceeded to Rota, where she was relieved by *Franklin D. Roosevelt*. *America* ultimately reached Norfolk on 25 October 1976.

On 5 November, the carrier proceeded up the Elizabeth River to the Norfolk Naval Shipyard, where she remained into February 1977. *America* then operated locally out of Norfolk into the spring of 1977 until sailing for the Mayport, Fla., operating area on 3 May. Following her participation in Exercise "Solid Shield 77," a joint service amphibious training exercise, the carrier returned to Norfolk on 24 May.

America sailed from Hampton Roads on 10 June 1977 for a five-week South Atlantic deployment as a unit of TG 20.4. Other ships in company included *South Carolina* (CGN-37), *Claude V. Ricketts* (DLG-5), *DuPont* (DD-941), and *Neosho* (AO-143). Following her return to Norfolk, *America* operated locally before she sailed to conduct operations in the Caribbean.

Thence returning to Norfolk on 27 August, *America* sailed for the Mediterranean on 29 September, with CVW-6 embarked, and reached Rota on 9 October. Departing that port on 14 October, the carrier proceeded to the Tyrrhenian Sea, where she operated until 26 October. Following a port call at Brindisi, Italy, *America* began operations in the Ionian Sea on 7 November, and anchored at Souda Bay, Crete, two days later. She operated locally in these waters until 12 November, when she sailed for Kithira Island, Greece, anchoring there on the 19th.

Weighing anchor the following morning, *America* sailed for the Adriatic Sea, bound for Dubrovnik, Yugoslavia. Visiting this seaport from 22 to 26 November, the carrier transited the Adriatic for a port call at Trieste, staying there from 28 November to 3 December. Returning to operate in the waters of Souda Bay for more exercises, *America* subsequently departed Crete on 12 December for Palma de Mallorca, where she spent Christmas.

Departing Palma two days later, *America* proceeded through the Ligurian Sea to her next port of call, Genoa, which she reached on 30 December. She remained there until 8 January 1978, when she sailed to carry out antisubmarine exercises in the Tyrrhenian Sea, upon the conclusion of which she anchored in Golfo di Palma, Sicily. Operations in the western Mediterranean and again in the Tyrrhenian Sea rounded out most of January 1978, and the ship rested briefly at Catania, Italy, before getting underway for Exercise "National Week" on 5 February.

She returned to the Tyrrhenian Sea and western Mediterranean for further exercises during March, and then visited Barcelona before she brought the deployment to a close with further exercises in the western Mediterranean. At Rota, she was relieved by *Forrestal* (CV-59), and sailed for Norfolk, arriving home on 25 April 1978.

Following post-deployment standdown, *America* conducted carrier qualifications off the Virginia capes, and then entered Norfolk Naval Shipyard for an availability. Upon the conclusion of that period of repairs and alterations, the carrier conducted post-availability sea trials on 19 and 20 September 1978, and conducted carrier qualifications with CVW-6 between 12 and 20 October. Tragedy marred the last day of operations, when a Grumman S-3 "Viking" antisubmarine aircraft went over the side upon landing; hung by the safety nets momentarily, the aircraft plunged into the sea soon thereafter. Although the pilots, Lt. Comdr. Ziolkowski and Lt. (j.g.) Renshaw ejected clear of the plane, they were not recovered.

America subsequently conducted refresher training out of Guantanamo Bay early in November, before she called at Ft. Lauderdale on 10 November to commence a four-day stay. Returning to Norfolk soon thereafter, the carrier remained in the Norfolk area, alternating periods of time in port alongside Pier 12 with type training and exercises off the Virginia capes.

The carrier cleared Norfolk on 5 January 1979 for the Caribbean operating areas, and conducted type training there from 5 to 23 January, after which time the ship visited St. Thomas, in the Virgin Islands, from 24 to 29 January. *America* then resumed type training in the waters of the Caribbean and West

Indies, concluding those evolutions on 12 February to return to Norfolk.

After bringing CVW-11 on board off the Virginia capes on 8 and 9 March, *America* spent the next two days moored at Pier 12, making final preparations for her departure for the Mediterranean. The carrier sailed on 13 March. Two days later, on the 15th, *America* conducted a "BEAREX" with a Lockheed P-3 "Orion" from Bermuda simulating a Russian "Bear" reconnaissance aircraft. Such practice proved timely, for the following day, A-7 and Grumman F-14 "Tomcat" aircraft from *America* intercepted a pair of the long-range Tupelov TU-95 "Bear-D" planes that were en route to Cuba from their bases in the Soviet Union. The "Bears" never came within visual range of the carrier's battle group.

Reaching Rota on 24 March, *America* relieved *Saratoga* (CV-60), and commenced operations in the western Mediterranean on 29 March. During this deployment, the ship visited a variety of ports, starting with Naples, Taranto, and Catania. Moving into the Adriatic, the carrier stopped at Split, Yugoslavia, before moving north to Venice and Trieste. In the eastern Mediterranean, *America* called at Alexandria, Egypt, at Souda Bay, Crete. Returning west, she visited Palma de Mallorca and Barcelona in Spain, Marseilles on the coast of France, Genoa in northern Italy, and Valencia in Spain before heading for Rota. She completed turnover proceedings at Rota on 10 and 11 September 1979, and got underway immediately to commence the homeward voyage.

Highlighting this period were numerous multilateral and unilateral exercises, as in previous Mediterranean deployments. During one phase of "National Week XXVII," *America* and her consorts took part in an open sea exercise that took them into the waters of the Gulf of Sidra (Sirte)—claimed by Libya as territorial waters since 11 October 1973. The Libyan government serving notice that any ship or aircraft operating south of the 32°30' north latitude would be violating its territory, *America's* battle group maintained an alert, in view of the proximity of Libyan airfields and Soviet-made aircraft operating therefrom. Departing Augusta Bay, Sicily, on 26 July, the task group arrived in its exercise area on the 28th. As planes from CVW-11 maintained nearly continuous fighter cover, the ships conducted their exercise unhindered.

Ultimately departing Rota on 12 September 1979 to conduct a "blue water" turnover with *Nimitz* (CVN-68), *America* encountered her second pair of "Bears". F-14 "Tomcats" of VF-213 intercepted the two, however, and caused them to turn away to the north, having never sighted a single ship in the carrier's battle group. Reaching Norfolk on 22 September, *America* stood down after her 6th Fleet deployment.

The carrier departed Norfolk again on 15 October for Mayport, and conducted local operations off the coast of Florida before moving into the Gulf of Mexico to conduct carrier qualifications. Returning north upon completion of those evolutions, *America* put to sea on 30 October for more carrier qualifications; these, however, involved the first arrested carrier landings of the new McDonnell-Douglas F/A-18 "Hornet." This aircraft underwent rigorous testing over the days which followed, before *America* returned to Norfolk on 3 November.

Entering the Norfolk Naval Shipyard on 6 November 1979, *America* underwent repairs and alterations for much of 1980, commencing her post-repair trials on 23 September 1980. Among the work performed during the availability was the installation of the NATO "Sea Sparrow" missile and close-in weapon systems such as the multi-barreled "Phalanx" machine gun.

The ship carried out a second period of post-repair trials from 16 to 21 October, after which time she returned to NOB, Norfolk, whence she conducted sea trials from 27 to 29 October. Subsequently conducting refresher training out of Guantanamo Bay, *America* returned to the Virginia capes operating area to conduct carrier qualifications in early December. She spent the remainder of the year 1980, undergoing upkeep at NOB, Norfolk.

America operated locally in the Virginia capes area into January 1981 and, during these operations on 14 January 1981, brought on board a Grumman C-1A "Trader" COD aircraft piloted by Ens. Brenda Robinson, USNR. Ens. Robinson became the first black female naval aviator to be carrier qualified. The ship later conducted carrier qualifications for CVW-11.

On 29 January 1981, as *America* was returning to NOB, Norfolk, she received a message from a Greek motor vessel,

Aikaterini, in distress. *America*, diverted to the scene to render assistance until the Coast Guard could arrive, sent helicopters from her embarked HS-12 with damage control equipment, members of the ship's fire department, and damage control assistance to the stricken ship.

Returning to Pier 12, NOB, Norfolk on 2 February, *America* proceeded thence for carrier qualifications off the Virginia capes, and thence to the Caribbean for type training. Returning to Norfolk on 19 March, *America*—in company with her consorts, *California* (CGN-36) and *Preble* (DLG-46)—subsequently sailed for the Mediterranean on 14 April 1981, destined, ultimately, for the Indian Ocean.

Reaching Palma de Mallorca on 23 April, *America* then participated in NATO exercise "Daily Double," with the amphibious assault ship *Nassau* (LHA-4), as well as with Greek and Italian Navy units on the 28th, before she steamed to Port Said, Egypt.

Originally scheduled to have commenced her transit of the Suez Canal on 5 May, the tense situation in Lebanon prompted a 24-hour "hold" on the evolution. Given the go-ahead soon thereafter, *America* made the 104.5 mile transit on 6 May, in ten hours—the first United States Navy carrier to steam through the Suez Canal since *Intrepid* (CVA-11) had made the passage shortly before the Arab-Israeli "Six-Day War" of 1967. It was also the first "super-carrier" to transit the canal since it had been modified to permit passage of super-tankers.

America operated in the Indian Ocean, on "Gonzo" Station, for the first time between 12 May and 3 June, after which time she visited Singapore. On 18 June, the carrier departed that port for her second stint on "Gonzo Station." This deployment was to last 35 days.

On 15 July, *America* was requested to provide search and rescue (SAR) aircraft to assist in locating a merchant ship in distress in the northern Arabian Sea. The Greek merchantman *Irenes Sincerity* was reportedly afire. *America's* planes located the ship and *California* rescued the 39 crewmen, disembarking them in good condition in Karachi, Pakistan, soon thereafter.

Upon completion of her second northern Arabian Sea line period on 4 August, *America* shaped a course for Australian waters, conducting a "Weapons Week" exercise in the vicinity of Diego Garcia. During "Weapons Week," a Lockheed P-3 "Orion" of Patrol Squadron (VP) 50 requested two F-14 "Tomcats" from *America*, flying in the vicinity of Pierre Island, near Diego Garcia, to assist in contacting their ship for SAR assistance. *California* sped to the island and located an individual stranded on Pierre Island; he had been on a treasure-hunting expedition bound from Sri Lanka to Mauritius. The cruiser took the man to Diego Garcia.

Departing the Diego Garcia operating area on 15 August, *America* conducted a unique burial-at-sea on the 18th, when the remains of the late Lt. Stephen O. Musselman were consigned to the ocean. Musselman had been shot down on 10 September 1972 in an A-7 "Corsair" from *America*, over North Vietnam, and his remains had been returned by the Vietnamese government on 8 July 1981. Lt. Musselman's widow requested that these remains be consigned to the last ship he had served in and buried thence.

America anchored at Fremantle on 25 August, and remained there for six days, sailing for "Gonzo Station" on the 31st. During her third line period, the ship spent 34 days on station. On 23 September, a fire broke out in a steam trunk line that carries steam from the main engineering spaces to the flight deck catapult system, at about 1745. Soon after *America's* fire party arrived on the scene to isolate the fire, smoke began filling the areas adjacent to the crew berthing areas, so Capt. James F. Dorsey, Jr., ordered general quarters sounded.

America's firefighters soon managed to quell the blaze, and the ship secured from battle stations at 2316. The carrier resumed normal flight operations the next morning at sunrise, and remained on station until relieved by *Coral Sea* (CV-43) on 16 October. Two days later, while *America* steamed toward the Bab el Mandeb Strait, the ship went to general quarters, in view of threats issued by the People's Democratic Republic of Yemen. The ship passed without incident, and continued her journey through the Red Sea unhindered.

On 21 October 1981, *America* commenced the northbound transit of the Suez Canal. This transit, unlike the comparatively light-hearted one of 6 May, proved more tense. As a result of the unsettled conditions in Egypt following the 6 October 1981 assassination of President Anwar Sadat, the Egyptian government accorded *America's* passage through the Suez Canal the utmost

security considerations. The Egyptian Navy provided a patrol vessel to escort the carrier, while an Egyptian Air Force helicopter conducted reconnaissance flight over both banks of the waterway. Egyptian Army units patrolled the adjacent canal roads. Additionally, liaison officers on board the carrier maintained constant touch with the security forces by radio.

Making the passage of the canal without incident, *America* continued on across the Mediterranean, reaching Palma de Mallorca on 25 October. After a three-day port call, the carrier conducted exercises with Spanish forces, and subsequently sailed for home on 1 November, departing the Mediterranean the following day. She arrived at Norfolk on 12 November.

Following a short standdown, *America* conducted carrier qualifications in the Virginia capes operating area, before she moored at the Norfolk Naval Shipyard on 14 December. Emerging from the naval shipyard on 20 April 1982, *America* operated locally off the Virginia capes. Departing Norfolk on 10 May, the ship steamed to the Guantanamo Bay operating area and returning to her home port on 28 May.

Following further carrier qualifications off the Virginia capes, the carrier then steamed south to conduct type training in the West Indies, interspersing these evolutions with a port visit to St. Thomas. Returning to Norfolk on 8 July, *America* operated locally between 22 and 24 July, before she sailed on 22 August, with CVW-1 embarked, to participate in joint NATO exercises "United Effort" and "Northern Wedding 82."

America visited Edinburgh, Scotland, from 15 to 21 September, and proceeded thence to Portsmouth, England, arriving there on the 23d. Sailing for the Mediterranean on the 26th, the carrier operated briefly with the 6th Fleet, participating in exercise "Display Determination" between 30 September and 8 October. She then sailed for the United States, and, following her operational readiness evaluation in the Caribbean operating areas, reached Mayport to disembark CVW-1. *America* returned to Norfolk on 4 November.

America departed Norfolk on 8 December, proceeded to the Virginia capes operating area and embarked CVW-1, and set out across the Atlantic. Visiting Palma de Mallorca on 22 December, *America* remained there through the Christmas holiday, weighing anchor on 28 December to sail for the Lebanese coast, where she was to take up duty in support of the Multinational Peacekeeping Force in strife-torn Lebanon. Relieving *Nimitz* on station on 2 January 1983, *America* spent the next 18 days off Lebanon, before *Nimitz* took over on 20 January. Steaming thence to Pireaus, Greece, *America*, along with *Dale* (CG-19) and *Savannah* (AOR-4), anchored there on 23 January for a five-day port visit to Athens.

Underway on 29 January, the carrier transited the Sea of Crete en route to an overnight anchorage at Port Said. Transiting the Suez Canal on 31 January, *America* reached the Red Sea the same day and reported for duty with the 7th Fleet on 4 February. On 9 February, the carrier and her accompanying battle group conducted exercise "Beacon Flash 83-3." Subsequently, on 28 February, *America* and her consorts conducted a "Weapons Week" exercise in the vicinity of Diego Garcia. Following those evolutions, the carrier visited Colombo, Sri Lanka, anchoring on 7 March. Weighing anchor on 12 March, *America* resumed operations in the Indian Ocean soon thereafter, culminating in "Beacon Flash 83-4," and a subsequent port visit to Masirah Island, Oman.

Steaming thence to Mombasa, Kenya, and a five-day port visit, *America* departed that port for a week of intense flight operations, followed by participation in "Beacon Flash 83-5" on 19 April. Returning to anchor at Masirah Island again three days later, the carrier and her battle group operated in the northern Arabian Sea, en route to the Suez Canal. Transiting that waterway on 4 May, *America* headed for Souda Bay, reaching an anchorage there on 7 May. Five days later, the carrier got underway for Malaga, Spain, reaching her destination on 14 May for a nine-day port visit. The ship subsequently departed Malaga on 23 May, and reached Norfolk on 2 June 1983.

America then entered the Norfolk Naval Shipyard on 8 July. For four months, the ship underwent a period of repairs and alterations, emerging from the yard on 28 October 1983. She then operated locally off the Virginia capes with CVW-1 embarked, before she proceeded thence to Mayport, and, ultimately, to Puerto Rican waters for refresher training. Subsequently visiting Nassau, in the Bahamas, for a five-day port visit, *America*

returned to the east coast of the United States, reaching Mayport on 8 December. She then conducted carrier qualifications for both east and west coast squadrons en route to her home port, reaching Norfolk on 14 December 1983.

The carrier operated locally from Norfolk into February 1984, alternating periods of upkeep in port with carrier qualifications and exercises. She then conducted two periods of type training (6 to 20 February and 25 March to 8 April), interspersing these with an in-port period at Ft. Lauderdale from 21 to 24 February and then calling at St. Thomas upon conclusion of the second period of training. Returning to Norfolk on 22 March, *America* spent the next month preparing for her next deployment, and got underway to participate in exercise "Ocean Venture" on 24 April. Visiting Caracas, Venezuela, upon conclusion of that evolution, *America* departed on 9 May for the Mediterranean.

Reaching Malaga, Spain, on 21 May, the carrier commenced her transit of the Mediterranean on 29 May and reached Port Said on 3 June. Transiting the Suez Canal on the following day, she passed through the Red Sea and joined the 7th Fleet on 8 June, relieving *Kitty Hawk* (CV-63). Returning to the 6th Fleet on 29 August, *America* transited the Suez Canal on 2 September, bound for Naples.

The carrier visited Monaco from 13 to 22 September before she participated in one phase of NATO exercise, "Display Determination." After stopping briefly to Naples, *America* returned to sea soon thereafter, and took part in the second phase of "Display Determination" before visiting Catania. Ultimately reaching Augusta Bay on 27 October, she was relieved by *Dwight D. Eisenhower* (CVN-69) on that date, sailing soon thereafter for the United States.

Arriving at Norfolk on 14 November, *America* conducted carrier qualifications in the Virginia capes operating areas from 29 November to 17 December before returning to port on the 18th. The ship remained in an upkeep status until 18 January 1985, when she shifted to the Norfolk Naval Shipyard for overhaul.

Emerging from the yard on 13 May for sea trials off the Virginia capes, *America* remained at Norfolk until 28 May, when she sailed to conduct refresher training. Then, following a port call at Port Everglades, Fla. (13 to 17 June), *America* conducted carrier qualifications before returning to Norfolk on 25 June. The ship operated locally out of Norfolk through mid-August.

America sailed on 24 August to participate in "Ocean Safari," a six-week NATO exercise which ultimately took her to Norwegian waters. After visiting Portsmouth, England, upon conclusion of her training, *America* returned to Norfolk on 9 October. She spent the remainder of the year 1985 alternating periods of upkeep at NOB, Norfolk, with local operations in the Virginia capes operating area.

As the new year, 1986, began, tensions in the Mediterranean basin would result in *America's* sailing to deploy with the 6th Fleet one month earlier than planned. On 7 January 1986, President Ronald Reagan ordered all American citizens out of Libya, and broke off all remaining ties between the two nations. At the same time, the President directed the dispatch of a second carrier battle group to the Mediterranean, and directed the Joint Chiefs of Staff to look into military operations against Libya, a country strongly suspected of fomenting terrorist activity.

Operations near Libya began at the end of January. These evolutions, collectively named "Attain Document," were carried out between 24 and 31 January 1986 and between 10 and 15 February, by surface ships and aircraft. *America*, with CVW-1 embarked, and her accompanying battle group departed Norfolk on 10 March 1986, and arrived in the Mediterranean in time to participate in the third phase of "Attain Document," a freedom of navigation (FON) exercise in the Gulf of Sidra.

Late on 23 March, American planes flew south of latitude 30° 30'—the "Line of Death" proclaimed by Libyan leader Muammar Qaddafi. On 24 March, *Ticonderoga* (CG-47), accompanied by two destroyers, *Scott* (DDG-995) and *Caron* (DD-970), moved south of the "Line," covered by fighter aircraft, at 0600.

A Libyan missile installation near Surt (Sirte) launched two Soviet-made SA-5 "Gammon" surface-to-air missiles (SAMs) at 0752, toward F-14A "Tomcats" of *America's* VF-102. Later that afternoon, the installation at Surt (Sirte) fired additional SAMs at American planes, but, like the first pair, went wide of their mark. About 1430, a Libyan missile-equipped *Combattante II* G-type patrol craft, sortied from Misratah, Libya, and approached *Ticonderoga* and her consorts. Two Grumman A-6E "Intruders" from *America's* Attack Squadron (VA) 34 fired "Harpoon" mis-

siles at the craft and sank her in the first use of the "Harpoon" in combat. Shortly thereafter, when American radars detected the Libyan installation at Sirte activating its target acquisition radars, two A-7E "Corsairs" from *Saratoga's* VA-81 put the site out of action with "HARMS" (high-speed anti-radiation missiles).

One hour after the first patrol boat had sortied, a Soviet-built *Nanuchka*-type patrol craft began heading out into the Gulf of Sidra. "Intruders" from VA-34 and *Saratoga's* VA-85 attacked with "Rockeye" cluster bombs, but the craft sought refuge alongside a neutral merchant ship, and avoided destruction. Damaged, she returned to the port of Benghazi after nightfall.

The following day, 25 March, at 0200, another *Nanuchka-II*-type patrol boat entered International waters and came under attack from "Intruders" from VA-85 and *Coral Sea's* VA-55; the latter utilized "Rockeyes" in the attack, the former then sank the craft with a "Harpoon." The same squadrons then attacked and damaged a second *Nanuchka-II*, forcing her to put into Benghazi.

"Attain Document III" came to a close at 0900 on 27 March, three days ahead of schedule and after 48 hours of largely unchallenged use of the Gulf of Sidra by the United States Navy. Thence steaming to Augusta Bay, Sicily, *America* relieved *Saratoga* on station, and subsequently visited Livorno, Italy, from 4 to 8 April 1986.

In the meantime, intelligence information, however, in the wake of the strikes designed to let Col. Qaddafi know that the United States had not only the desire but the capability to respond effectively to terrorism, indicated that Qaddafi intended to retaliate. Such retaliation occurred soon thereafter.

On 5 April 1986, two days after a bomb exploded on board a Trans World Airways (TWA) flight en route to Athens, from Rome, killing four American citizens, a bomb exploded in the La Belle Discoteque in West Berlin, killing two American servicemen and a Turkish civilian. Another 222 people were wounded in the bombing—78 Americans among them. Col. Qaddafi threatened to escalate the violence against Americans, civilian and military, throughout the world.

Repeated efforts by the United States to persuade the Libyan leader to forsake terrorism as an instrument of policy, including an attempt to persuade other western nations to isolate Libya peacefully failed. Rumors of retaliation by the United States were soon followed by Qaddafi's threat to take all foreigners in Libya hostage, to use them as a shield to protect his military installations. In light of that threat, and of the failure of means to gain peaceful sanctions against Libya, and citing "incontrovertible evidence" of Libyan complicity in the recent terrorist acts, President Reagan directed that attacks on terrorist-related targets in Libya be carried out.

Operation "Eldorado Canyon" commenced early on the afternoon of 14 April 1986, as tanker aircraft took off from bases in England to support the Air Force North American F-111F and EF-111 planes that soon followed them into the air and began the long 3,000-mile trip to the target. Later that afternoon, between 1745 and 1820, *America* launched six "Intruders" (strike aircraft) from VA-34 and six A-7E "Corsair IIs" (strike support); *Coral Sea* launched her strike/strike support aircraft, eight A-6Es from VA-55 and six F/A-18 "Hornets" between 1750 and 1820. Both carriers launched additional aircraft to support the strike to provide a combat air patrol (CAP) and other functions.

"In a spectacular feat of mission planning and execution," the Navy and Air Force planes, based 3,000 miles apart, reached their targets on time at 1900. The "Hornets" from *Coral Sea* and "Corsair IIs" from *America* launched air-to-surface "Shrike" missiles and "HARMS" against Libyan SAM sites at Benghazi and Tripoli. Moments later, VA-34's "Intruders," roaring in at low-level in the blackness, dropped their Mk.82 bombs with near surgical precision on the Benghazi military barracks, reckoned to be an alternate command and control facility for terrorist activities and a billeting area for Qaddafi's elite Jamahiriyyah Guard, as well as a warehouse for components for MiG aircraft. VA-34's attack heavily damaged the warehouse, destroying four crated MiGs and damaging a fifth.

Following that counter-terrorist strike, *America* visited Naples between 28 April and 4 May, and then participated in NATO Exercise, "Distant Hammer" with units of the Italian and Turkish Air Forces, and visited Cannes upon conclusion of the evolution. During June, the carrier operated with *Coral Sea* and the newly arrived *Enterprise* (CVN-65), and took part in a "Poop Deck" exercise with Spanish and United States Air Force units

off the coast of Spain, arriving at Palma de Mallorca soon thereafter.

Participating in a NATO exercise, "Tridente," in late June, *America* visited Naples before she participated in a "National Week" exercise. Subsequently visiting Catania and operating in the central and western Mediterranean, the carrier wound up the month of July at Benidorm, Spain, before returning to sea for further operations at sea in that region. Visiting Naples between 11 and 17 August, *America* spent the rest of her deployment in operations in the western and central Mediterranean before *John F. Kennedy* relieved her at Rota between 28 and 31 August. *America* arrived back at Norfolk on 10 September 1986, and after local operations, interspersed with in-port upkeep, entered the Norfolk Naval Shipyard on 20 November 1986 for an overhaul which lasted until 11 February 1988. She spent the remainder of that year operating along the east coast and in the Caribbean.

America received five battle stars for her service in the Vietnam War.

American

I

(Bark: t. 329; dr. 15')

American—an old bark-rigged whaler which had been laid up at Edgartown, Mass., because of the diminishing demand for whale oil caused by a growing use of kerosene in lamps—was purchased by the Union Navy on 1 November 1861 at Edgartown to be sunk as an obstruction in one of the channels approaching Savannah harbor. The vessel was laden with 300 tons of stone and—commanded by W. A. Beard, master—sailed from New Bedford, Mass., on 20 November 1861 with 24 other ships collectively known as the first contingent of stone whalers.

However, when these whalers began to arrive in waters off Savannah, they found the Southern defenders of that port had been alarmed by the Union conquest of Port Royal, S.C., and had decided to evacuate Tybee Island and relocate its batteries to Fort Pulaski. Moreover, to prevent Northern warships from bringing their guns within range of the latter stronghold, they had sunk old hulks in narrow points of the channel and, ironically, had already carried out the mission of Union's stone bearing whalers. As a result, *American* and most of her consorts sailed for Port Royal on the 10th and 11th. There, Flag Officer DuPont decided that these ships could be put to good use as obstructions in the main channel in Charleston harbor. They were moved to that port, and *American* was sunk in the main channel there on 20 December 1861.

II

(ScStr: dp. 13,000; l. 430'; b. 51'; dr. 28'; s. 10 k.; cpl. 70; a. 1 5", 1 3")

American—a steel-hulled, single-screw freighter built in 1900 at Chester, Pa., by the Delaware River Shipbuilding Co.—was transferred by the United States Shipping Board (USSB) to the War Department early in 1918 for use as a Navy-manned cargo ship. *American*—assigned the identification number, Id. NO. 2292—was turned over to the Navy on 22 May 1918, and commissioned at New York on 25 May 1918, Lt. Comdr. Myron P. Schmererhorn, USNRF, in command.

Sailing from New York on the last day of May, *American* joined an east-bound convoy on 2 June and reached Brest, France, on the 17th. Soon thereafter she proceeded via La Pallice to Bordeaux, where she discharged her cargo. The freighter cleared the French coast on 6 July and arrived at New York on the 22d. Before the summer was over, she made one additional round-trip voyage to France before departing New York for Bordeaux on 5 August and arriving back home on 6 September.

She commenced her third cycle on 4 October, but, during poor visibility conditions collided with another NOTS cargoman, *West Gate*, shortly after 0228 on 7 October. *American's* stem cut sharply into *West Gate's* starboard side, near the poop. *West Gate*, mortally stricken, sank swiftly; and seven of her men lost their lives. *American* and the other vessels in convoy rescued the survivors.

After voyage repairs at Halifax, *American* sailed for Gibraltar on 27 November 1918 and reached that port on 9 December. After calling at Marseilles, the freighter returned to New York on 8 February 1919. Returned to her prewar owners, the Hawaiian Steamship Co., on 4 March, the ship's name was stricken from the Navy list on 14 March 1919.

American Explorer

(AO-165: dp. 31,300 (f.); l. 615'; b. 80'; dr. 32'; s. 20 k.; cpl. 47; cl. *American Explorer*; T. T5-S-RM2a)

American Explorer (AO-165) was laid down on 9 July 1957 at Pascagoula, Miss., by the Ingalls Shipbuilding Corp.; launched on 11 April 1958; and completed on 27 October 1959. Upon completion, the tanker was placed in service with the Military Sea Transportation Service (MSTS), though operated under contract by a commercial shipping firm. *American Explorer* hauled petroleum products for the Navy for a quarter of a century. She operated most frequently between Atlantic coast naval bases and oil ports in the Gulf of Mexico-Caribbean Sea region. On 30 September 1978, she was reclassified a transport oiler and redesignated AOT-165. *American Explorer's* support missions for the Navy came to an end in September 1984 when she entered the Maritime Administration's Ready Reserve Fleet berthed at Beaumont, Tex. As of the beginning of 1987, the tanker remained at Beaumont.

American Flyer, see *Flyer* (T-AG-178).

American Legion

A patriotic organization founded in Paris, France, in March 1919, comprised of veterans of the American Expeditionary Force (AEF) and chartered by the United States Congress on 16 September 1919. A former name retained.

(AP-35: dp. 13,736; l. 535'; b. 72'; dr. 30'7"; cpl. 682 (1945); trp. 1,644 (1945); a. 1 5", 4 3", 8 .50 cal. mg. (1941); cl. *American Legion*)

American Legion—a steel-hulled, twin-screw passenger and cargo steamship—was laid down on 10 January 1919 under a United States Shipping Board (USSB) contract at Camden, N.J., by the New York Shipbuilding Corp. and launched on 11 October 1919. She was delivered to the USSB upon completion, on 15 July 1921.

For over four years, *American Legion* remained in the hands of the Federal Government, under the auspices of the USSB. However, on 18 December 1925, as part of a "package deal" which involved the sale of the liners *American Legion*, *Southern Cross*, *Pan America*, and *Western World*, the government sold these ships to the Munson Line for operation on the New York-to-South America run. For the next fourteen years, *American Legion* and her running-mates were familiar sights on that particular passenger-and-cargo route, until financial difficulties forced foreclosure of the Munson Line on 13 March 1939. She was then laid up in the Patuxent River.

Her enforced idleness did not last long. A little under three months after Hitler's legions had marched into Poland, triggering World War II in Europe, the Maritime Commission (the successor to the USSB) transferred *American Legion* to the War Department on 28 November 1939 for use as a troop transport. On 19 December 1939, the ship was formally transferred, and taken to New York for rehabilitation and conversion by the Atlantic Basin Iron Works of Brooklyn, N.Y.

American Legion departed New York City early in February 1940, on her maiden voyage, bound for Panama. Over the next few months, the ship made five round-trip voyages to the Canal Zone, with stops at Charleston, S.C., and San Juan, Puerto Rico, carrying civilian and military passengers. The worsening situation in Europe, though, soon resulted in the ship's receiving a special mission.

President Franklin D. Roosevelt directed that *American Legion* leave New York immediately and proceed to Petsamo, Finland. There, she was to embark the Crown Princess Martha



American Legion (AP-35) at the New York Navy Yard, 25 October 1941, her paint work looking worn from arduous service. Note that at this stage in her career she is still unarmed. (19-N-25715)

of Norway, and her party, to bring them to the United States, their homeland having fallen to the Germans the previous spring. Further, as Acting Secretary of State Sumner Welles reported to the United States Minister in Sweden, the President also desired that Mrs. J. Borden Harriman, the former American Minister to Norway, return in the same vessel. The transport would "likewise bring back to this country such Americans in Scandinavian countries as can be accommodated and as may not be able to return safely in any other way."

American Legion—her neutrality shown clearly by the U.S. flags painted prominently on her sides—sailed for Finland on 25 July, and reached Petsamo on 6 August, as scheduled. On the 15th, she embarked Crown Princess Martha of Norway, and her three children, the Princesses Ragnild and Astrid, and Prince Harald. The Army troopship also embarked a host of American nationals and refugees from a variety of countries: Finland, Estonia, Latvia, Lithuania, Sweden, Norway, Denmark, Germany, and the Netherlands, the total number of people being 897. Among the passengers was a young Danish comedian and musician, Victor Borge. The American Legation in Stockholm, Sweden, also consented to the embarkation of 15 "prominent nationals of American republics . . . including the Mexican minister . . ."

Unbeknownst to probably all but a handful of individuals, *American Legion* also took on board an important cargo during her brief stay at Petsamo. Before she sailed on the 16th, after an almost Herculean effort involving taking this special cargo by truck the entire length of Sweden, the transport loaded a twin-mount 40-millimeter Bofors antiaircraft gun, "equipped with standard sights, and accompanied by spare parts and 3,000 rounds of ammunition." The State Department had obtained the cooperation of no less than three governments to make possible the shipment of the Bofors gun: British, Swedish, and Finnish. The move had been made none too soon for *American Legion* was the last neutral ship permitted to leave Petsamo.

American Legion sailed for the United States on 16 August, and reached New York 12 days later, escorted the final leg of the voyage of several American destroyers. The transport unloaded the Bofors brought from Petsamo, whence it was shipped to Dahlgren, Va., where it would be tested, and ultimately adopted by the Navy and produced domestically. Its installation in American warships from late 1942 proved a significant upgrading in the antiaircraft capability of the ships of the U.S. Navy.

American Legion soon returned to the more prosaic calling she had pursued since earlier in the year, that of an Army transport, and resumed the regularly-scheduled service between New York and the Panama Canal Zone. Ultimately, as the United States expanded her defense perimeter, *American Legion* sup-

ported this movement, transporting men and cargo to such ports as Hamilton, Bermuda, and Port-of-Spain, Trinidad, as well as to Cristobal, in the Canal Zone.

As the United States began assuming a greater share of the Battle of the Atlantic, to aid the hard-pressed British, the 6th Marine Regiment was taken to Iceland, where it relieved a British garrison of defense duties. Soon thereafter, a second troop and supply movement followed. *American Legion* sailed from New York on 27 July 1941, as part of a convoy which included within its escort the aircraft carrier *Wasp* (CV-7).

American Legion—whose cargo included Army Air Corps gear earmarked for use by the 33d Pursuit Squadron (whose P-40 fighters were flown off from *Wasp*)—reached Reykjavik, Iceland, on 6 August. Unable to enter the inner harbor because of her deep draft, *American Legion* discharged her cargo and disembarked her passengers into tank lighters and motor launches over the days that followed, the cargo movement facilitated by marines and sailors from the ships.

Having delivered the men and goods to Reykjavik, the convoy sailed on the 12th with its heavy escort and reached New York on 21 August. The next day, *American Legion* was acquired by the Navy and classified as a transport, AP-35. She was placed in commission on the afternoon of 26 August 1941, Comdr. Thomas D. Warner in command.

American Legion, having shed her white Army transport livery for a more businesslike and somber dark gray, was towed to Pier 3, Army Transport Service Pier of Embarkation, Brooklyn, by four tugs, on 12 September, and commenced taking on cargo that afternoon. Shortly before noon the following day, she began embarking civilian passengers for her maiden voyage as a Navy transport.

Underway for the Gravesend Bay Explosive Anchorage soon thereafter, *American Legion* loaded a cargo of ammunition—under the supervision of a detail of Coast Guardsmen from USCGC *Arundel*—early that afternoon, and, after loading the balance of the cargo the following day, weighed anchor for Charleston, S.C., at 1412. She reached her destination on the afternoon of 18 September.

There, she embarked contingents of troops slated for garrison duties, and sailed for Bermuda on the morning of the 19th. On the afternoon of the 22d, as she neared her destination, her local escort—two Army planes—arrived overhead and accompanied the ship on the last leg of her voyage. Ultimately, at 1945 on 22 September, she moored in Hamilton harbor. She disembarked troops the following morning, and, the following afternoon, sailed for Puerto Rico.

American Legion reached San Juan three days later, mooring at Pier 7, Puerto Rico Dock Co., shortly after noon. There, she

debarked civilian passengers as well as 33 Army officers and 176 men, and embarked passengers for the rest of the voyage. Underway on the afternoon of 29 September, the transport reached "Ceriseport"—the code name for Saint John, Antigua—the next morning. The ship there discharged more cargo and took on board another group of passengers on 2 October before she sailed on the morning of 4 October for Puerto Rico.

American Legion returned once more to San Juan on 8 October, mooring at 0956 and disembarking naval enlisted passengers brought from Trinidad. Once more, her turnaround was comparatively swift, for she was underway again on the morning of 10 October, bound for Hamilton. Late that afternoon, though, the ship's port main engine and steering engine proved troublesome. As *American Legion* limped back to San Juan, two Navy tugs came out to assist, as did the lighthouse tender, USCGC *Acacia*. Ultimately, though, it was the small seaplane tender *Thrush* (AVP-3) that came to the rescue, passing a line to the crippled transport at 1650 and taking her in tow back to San Juan.

Following repairs, *American Legion* sailed for Hamilton on the morning of 18 October. Anchoring in Murray's Anchorage on the morning of the 21st, she embarked New York-bound passengers and took departure the same day. Ultimately, on 23 October, *American Legion* reached Pier 2, Army Base, Brooklyn, and disembarked her passengers—civilian workers and naval dependents evacuated from Puerto Rico. Underway soon thereafter, the transport anchored off Staten Island that same afternoon.

American Legion weighed anchor on the morning of the 24th and moored at the New York Navy Yard. Initially slated for repair work at the Morse Drydock Co., Brooklyn, the transport was taken, instead, to the Bethlehem Steel Co. yard in Brooklyn, for completion of an overhaul. She remained there into January 1942.

Assigned to the Naval Transportation Service (NTS) on 6 February, *American Legion* embarked men slated for duty at a destroyer base being established at Londonberry, Northern Ireland, and sailed, in convoy, on the first leg of her voyage, bound for Halifax. Engineering difficulties, however, soon came to the fore again, and "engineering unreliability" caused her to be sent to the Boston Navy Yard for repairs. Accordingly, escorted by *Nicholson* (DD-442) and *Lea* (DD-118), *American Legion* reached Boston on 4 March after a two-day passage from Nova Scotia. Ultimately deemed ready for service once more, *American Legion* reported for duty with the NTS on 28 March 1942.

On 9 April 1942, *American Legion* sailed from New York for the Panama Canal Zone, bound, ultimately for Tongatabu, in the Tonga, or Friendly, Islands, which she reached on 8 May 1942. There she disembarked her passengers—Army officers, nurses, and enlisted men who were to establish a field hospital on Tongatabu—and proceeded on to Wellington, New Zealand, arriving there on 20 May. *American Legion* remained at Wellington through mid-July, earmarked for participation in the United States' first offensive landing operation in the Pacific War—the invasion of Guadalcanal, in the Solomons.

Three days before she was to sail from Wellington, she received an augmentation of her antiaircraft battery—a dozen 20 millimeter Oerlikon machine guns. Under the direction of the ship's executive officer, Comdr. Ratcliffe C. Welles, and the gunnery officer, Lt. Comdr. Elmore S. Pettyjohn, USNR, *American Legion's* ship's force installed the battery on the ship's former sun deck in 48 hours, laboring continuously in inclement weather and having the battery in firing order by the time the ship upped-anchor and sailed on 18 July. Rendezvousing with TF-44 on the following day, the transport, with elements of the 5th Marines embarked, proceeded to Koro, in the Fiji Islands, for rehearsals for Operation "Watchtower." During that training and practice evolution, the ship embarked war correspondent Richard Tregaskis, whose experiences would later be chronicled in the book, *Guadalcanal Diary*.

Assigned to Task Group "X-ray," ten attack transports and five attack cargo ships, *American Legion* proceeded thence to the Solomon Islands. On the morning of 7 August 1942, she went to general quarters at 0545 and manned "ship to shore" stations fifteen minutes later. At 0614, attending cruisers and destroyers opened fire on the beachheads, softening up the beaches for the impending landing. *American Legion* and *Fuller* (AP-14) soon landed the first troops to go ashore on Guadalcanal.

That afternoon, while the landings proceeded apace, *American Legion* joined in the antiaircraft barrage that repelled the initial

Japanese air attacks on the invasion fleet, as she did the next day. Discharging cargo at "Red" Beach on the morning of 8 August, the transport got underway as a wave of Japanese twin-engined bombers came after the shipping off Guadalcanal. At noon, *American Legion* sighted the incoming planes, which dropped their bombs near the supporting cruisers and destroyers before heading toward the amphibious ships.

During the action, one Mitsubishi G4M Type 97 land attack plane ("Betty") passed from starboard to port directly over *American Legion's* stern, at 100 feet. The after 20-millimeter guns and .50-caliber machine guns—as well as the larger 3-inch guns—all opened up in a deadly fusillade, while men on board the transport could see the Japanese aircrew manning their own machine guns to sweep the decks with gunfire. Some of this return fire fatally wounded Seaman 1st Class Charles Kaplan. Riddled from practically all quarters, the "Betty" crashed into the water close aboard on the port quarter.

American Legion still lay off "Red" Beach in the predawn hour of the 9th, too, and began observing heavy gunfire commencing at 0148 to the northwestward. Lookouts also saw flares and tracers, with parachute flares brilliantly lighting up the area to the northeastward. With this, Transport Group "X-ray" ceased discharging cargo and darkened ship, remaining shut down for the rest of the night, crews at general quarters. *American Legion's* men did not know it at the time, but they were witnessing the disastrous Battle of Savo Island, in which three American heavy cruisers were sunk, one American heavy cruiser damaged and an Australian heavy cruiser sunk.

The next morning, the transport began embarking survivors from the sunken heavy cruiser *Quincy* (CA-39) and from the destroyer *Ellet* (DD-398), completing the transfer by 1400. Within a half hour, *American Legion* got underway, the majority of her cargo having been unloaded by her busy boat crews who had labored almost continuously since the 7th with almost no sleep and subsisting only on sandwiches and coffee. She left behind one officer and 19 enlisted men as part of the burgeoning naval base at Guadalcanal, having transferred them on the evening of the 8th.

American Legion, with the rest of the amphibious ships of TF 62, then proceeded to Noumea, New Caledonia, which she reached on 13 August. Soon thereafter, she transferred her *Quincy* survivors to the auxiliary *Argonne* (AG-31) and the transport *Wharton* (AP-7).

Over the next several months, *American Legion* carried out a series of supply runs, including as ports of call Guadalcanal, Tulagi, Auckland, New Zealand; Noumea; Brisbane, Australia; and Espiritu Santo, in the New Hebrides. Arriving at Brisbane on New Year's Day 1943, she sailed soon thereafter for Melbourne, Australia; thence she proceeded to Tongatabu, Pago Pago, Espiritu Santo, and Guadalcanal. Early in this period, on 1 February 1943, the ship was reclassified to an attack transport, APA-17. She then carried out a series of training landings at Upolu, American Samoa, between 9 April and 10 May 1943, and then later at New Zealand, at Paikaiaiki, between 13 and 16 June. While there, a landing accident claimed the lives of one officer and nine enlisted men when one of *American Legion's* landing boats capsized in a heavy surf.

Troop and cargo runs then followed, between Auckland, New Zealand, Noumea, New Caledonia, and Guadalcanal, before she put into Efate, in the New Hebrides, on 22 October 1943, in preparation for the invasion of Bougainville, Solomon Islands.

Arriving off Cape Torokina, Bougainville, on the morning of 1 November 1943, *American Legion* proceeded into the earmarked transport area in Empress Augusta Bay and anchored at 0646. Japanese planes arriving in the vicinity prompted the ships to get underway, the transport's men observing Aichi D3A2 Type 99 carrier attack planes ("Vals") attacking nearby destroyers and losing two or three of their number in the process. "Zeke" (Mitsubishi A6M "Zero") fighters then strafed the beach area; sinking an LCPL from *American Legion*.

Securing from general quarters at 0937, *American Legion* anchored in the transport area a few moments later, observers on board noting beaches Red 2 and 3 littered with broached landing craft, 2 LCMs and four LCVPs from *American Legion* among them. Ordered to cease unloading off Beach Red 2 and to proceed to Beach Blue 3, the transport got underway and proceeded thence, soon noting the presence of shoal water. At 1246, the ship's war diary recounts "several slight shocks to hull" as *American Legion* grounded. Ten minutes later, enemy planes

were reported approaching, as the ship began using her engines in an attempt to work herself free of her predicament. While the other ships in the task unit got underway and stood out, *American Legion* remained fast aground. The ship, assisted in the effort by *Sioux* (AT-75) and *Apache* (AT-67), fired on "Vals" attacking the beachhead, and eventually worked free by 1506. After standing out to sea during the night, the transport returned to the transport area the following morning and completed discharging cargo.

Following the landings at Cape Torokina, *American Legion* returned to the United States via Pago Pago, Samoa, and reached San Francisco, on 8 December 1943, having traveled 83,140 miles since leaving New York the previous spring. She then underwent repairs at San Francisco into the spring of 1944.

Departing San Francisco on 12 April 1944, *American Legion* proceeded to San Diego where she became part of the Transport Training Division, Amphibious Training, Pacific. Based at the Amphibious Training Base at Coronado, Calif., *American Legion* operated in the training capacity for the duration of World War II, exercising off Coronado, off Aliso Canyon, near Ocean-side, Calif., and the Marine Corps Base, Camp Pendleton, and at Pyramid Cove, near San Clemente Island.

Departing San Diego on 7 September 1945, *American Legion* proceeded to San Francisco, stopping there only briefly before sailing on 11 September for Pearl Harbor and Guam. Returning to San Pedro on 24 October 1945, *American Legion* sailed for her second Pacific voyage on 8 November, bound for the Philippines. After calling at Manila and Tacloban, the veteran transport returned to the United States, reaching San Francisco on 12 December 1945.

Clearing that port for the last time on 6 March 1946, she reached Olympia, Wash., on the 9th. She was decommissioned there on 28 March 1946 and was turned over to the War Shipping Administration for disposal. Her name was struck from the Naval Vessel Register the same day. She was ultimately sold for scrap on 5 February 1948 to Zidell Ship Dismantling Co., of Portland, Oregon.

American Legion was awarded two battle stars for her World War II service.

Amesbury

Stanton Morgan Amesbury—born in Boston, Mass., on 17 January 1916—enlisted in the Naval Reserve as a seaman 2d class on 12 April 1941. After elimination flight training at Squantum, Mass., Amesbury was appointed aviation cadet, USNR, upon the termination of his enlistment on 11 June. After flight instruction at the naval air stations at Jacksonville and Miami, Fla., he was designated a naval aviator on 1 December 1941.

Commissioned as ensign, USNR, on 27 December 1941 and assigned to the Advanced Carrier Training Group, Atlantic Fleet, based at Norfolk, Va., "Stan" Amesbury was initially assigned to Fighter Squadron (VF) 71, attached to *Wasp* (CV-7). These orders were cancelled, however; and, instead, Amesbury ferried aircraft with the Atlantic Fleet Air Detachment until 28 April 1942. He was then assigned to VF-9, at East Field, Norfolk.

Lieutenant (jg.) Amesbury participated in the invasion of North Africa (Operation "Torch") flying with VF-9 off *Ranger* (CV-4). On 9 November, the second day of the landings, flying a Grumman F4F-4, he took off from *Ranger* at 1455 with flight B-20, to support American ground forces fighting near Port Lyautey. Led by VF-9's "skipper," Lt. Comdr. John Raby, the nine F4F-4s of the flight split into two sections. Raby took four down to low altitude to scout the road from Rabat to Port Lyautey while the remaining five flew top cover. Raby's section, with Amesbury in the "tail-end charlie" position, spotted fair game on the road between Port Lyautey and Petitjean and dove down to the attack. In the teeth of heavy antiaircraft fire, they strafed a column of trucks and tanks; but after the third or fourth pass, Amesbury's "Wildcat," 9-F-24, was hit by enemy fire, crashed, and exploded. Amesbury was buried at Port Lyautey but, after the war, his remains were returned to the United States and reinterred in the family's plot in Duxbury, Mass.

(DE-66: dp. 1,400; l. 306'; b. 37'; dr. 9'5" (mean); s. 23.5 k.; cpl. 186; a. 3 3", 4 1.1", 8 20mm., 2 dct., 8 dep., 1 dep. (hh.); cl. *Buckley*)



Amesbury (DE-66) fits out at her builder's yard at Hingham, Mass., 6 July 1943, while an unidentified sister ship fits out at right. (19-N-85626)

Amesbury (DE-66) was laid down on 8 March 1943 at Hingham, Mass., by the Bethlehem-Hingham Shipyard; launched on 6 June 1943; sponsored by Mrs. Janet Kenney Amesbury, the widow of the late Lt. (jg.) Amesbury; and commissioned on 31 August 1943, Lt. Comdr. Allen B. Adams, Jr., in command.

Upon the completion of her shakedown training at Bermuda and of post-shakedown availability at the Boston Navy Yard, *Amesbury* proceeded to Norfolk, Va., where, until 13 November, she served as a unit of the destroyer escort (DE) precommissioning training detail, used for the instruction of future DE sailors. One week later, on 20 November, *Amesbury* commenced operation with Task Force (TF) 69 on transatlantic convoy escort runs and later joined Task Group (TG) 21.9 in similar work. She operated in this capacity through the spring of 1943. During this time, she served as flagship for Commander, Escort Division 19, Comdr. H. W. Howe, on four round-trip voyages to Londonderry and Lishally, Ireland, and one to Greenock, Scotland. On 10 May 1944, *Amesbury's* captain "fletted up" to ComCortDiv 19, relieving Comdr. Howe, and Lt. Comdr. Arthur B. Wilber, USNR, assumed command of the ship.

At Londonderry on 1 June 1944, *Amesbury* reported for duty with TF 124, TG 124.7 and, two days later, sailed to take part in the invasion of Normandy. Arriving in the assault area on 6 June, she took up her assigned area on a screen and fire support station in the "Mason Dixie" grid. During the next week on station, *Amesbury* took part in several antiaircraft actions against attacking German planes bedevilling the ships offshore.

Between air attacks and drifting mines, the work of the escorts was brisk. At 2112 on 11 June, *LST-496* struck a mine while proceeding in convoy through a channel to the assault area, and *Amesbury* hastened to her assistance. Three smaller craft arrived on the scene and were busily picking up survivors before the destroyer escort reached the tank landing ship's side. As soon as *PC-568* cleared *LST-496*, Lt. Comdr. Wilber skillfully maneuvered *Amesbury* alongside the stricken amphibious ship and moored her to remove the remainder of the *LST's* crew and embarked troops, summoning a doctor from *LCI-530* to treat the injured men taken on board.

Meanwhile, the tug *ATA-125* arrived on the scene and, with the assistance of *Amesbury's* sailors on board *LST-496*, secured a tow line to the crippled ship. However, a short time later, *LST-496*, barely underway, began to capsize to port. *Amesbury* promptly cut her lines and maneuvered to clear, the sailors she had put on board the doomed ship to handle the lines being ordered off. Lt. H. J. Riley, USNR, in charge of *Amesbury's* detail, made certain that all of his men were safely away before he jumped to safety. Ultimately, all of the destroyer escort's sailors were picked up, uninjured, but the ship they had attempted to salvage soon sank.

Amesbury returned to Plymouth, England, the next day, 12 June, and got underway for New York on the 13th. Resuming her duties with CortDiv 19, the ship made one round-trip voyage between New York and Ireland in July.

On 4 August, with the dissolution of CortDiv 19, *Amesbury* sailed for Panama as relief for *Clark* (DD-356). Diverted while en route, to Key West, Fla., *Amesbury* reported to Commander, TG 23.3 for temporary duty. From that time until 20 February 1945, the destroyer escort was assigned to the Fleet Sonar School squadron, operating daily from Key West within the limits of assigned operating areas in the Straits of Florida, in connection with training in antisubmarine warfare (ASW).

Amesbury arrived at the Philadelphia Navy Yard on 23 February, was redesignated APD-46 on that day, and remained there until 16 May 1945 while undergoing conversion to a high speed transport. *Amesbury* got underway from Norfolk for the west coast and, after proceeding via the Panama Canal, reached San Diego on 17 June. Following a brief visit to Hawaii, the ship returned from Pearl Harbor to the west coast to conduct sonar exercises with the West Coast Sonar School and gunnery and shakedown training with the San Diego Shakedown Group into mid-August, as the war ended in the Pacific.

With the 11 officers and 81 enlisted men of Underwater Demolition Team (UDT) 12 embarked, *Amesbury* sailed for Okinawa on 16 August. After tarrying briefly at Pearl Harbor and in the western Pacific en route, the ship arrived at Okinawa on 4 September. She sortied the next day as part of Task Unit (TU) 78.1.15 for Jinsen (now Inchon) Korea to support the unfolding occupation of that region. Remaining in the area until 15

September, *Amesbury* acted as screening vessel for the anchorage while UDT-12 conducted beach reconnaissance.

After a quick return to Okinawa, *Amesbury* proceeded to Tientsin, China, on 25 September, where she supported the landings at that north Chinese port. She departed Chinese waters on 4 October with a group of tank landing ships, bound for Okinawa. En route, she destroyed three mines, a derelict Chinese junk, and successfully rode out a typhoon.

Sailing for Guam on 22 October, *Amesbury* embarked 37 marines for passage back home and, in company with *Balduck* (APD-132), proceeded via Eniwetok and Pearl Harbor, on to the United States arriving at San Diego on 7 November. After embarking Army passengers, *Amesbury* sailed for the east coast on 7 December and reached Norfolk soon thereafter. After disembarking her passengers and discharging ammunition and other stores, she proceeded to Green Cove Springs, Fla., for lay-up in the Florida Group, 16th Fleet.

Decommissioned and placed in reserve on 3 July 1946, *Amesbury* never again performed active service. Stricken from the Naval Vessel Register on 1 June 1960, *Amesbury* was sold to Chet Alexander Marine Salvage of Key West, Fla., on 24 October 1962. She was subsequently scrapped.

Amesbury (DE-66) earned one battle star for her World War II service off the Normandy beachhead.

Amethyst

A clear purple or bluish-violet variety of quartz, considered by jewelers a semiprecious gem.

(PYc-3: t. 350; l. 146"9"; b. 23"6"; dph. 12"11"; dr. 11"; s. 14 k.; cpl. 46; a. 1 3", 2 dct.)

Amethyst (PYc-3), formerly named *Samona II*, was a yacht built in 1931 by Craig Shipbuilding Co., Long Beach, Calif.; purchased by the Navy on 4 November 1940 from the estate of Willitts J. Hole, a prominent financier of Los Angeles, Calif.; converted for naval service by Craig Shipbuilding Co.; and commissioned on 27 February 1941, Lt. H. Reich in command.

The ship was assigned to the Inshore Patrol, 11th Naval District, and helped to patrol the entrance to Los Angeles harbor. After the United States entered the war, the yacht expanded her role to include escorting vessels and convoys as well as carrying local passenger traffic.

On 1 April 1943, *Amethyst* was attached to the Surface Task Group, Southern Section, San Pedro, Calif., and continued her patrol duties off the southern California coast through January 1944. She was decommissioned on 2 February 1944.

Placed back in commission on 19 April 1944 and manned by a Coast Guard crew, *Amethyst* reported to the Western Sea Frontier section base at Treasure Island, Calif. Through the end of 1945, the ship maintained planeguard station, collected weather data, and carried out antisubmarine and antiaircraft coastal patrols.

Amethyst was finally decommissioned at San Diego, Calif., on 27 February 1946. Her name was struck from the Navy list on 12 March. She was transferred on 11 September to the Maritime Commission for disposal. She was subsequently sold to Samuel K. Rindge of Los Angeles and resumed the name *Samona II* and served as a yacht. Purchased in the early 1950's by David P. Hamilton of Shreveport, La., she served him under the name *Pudlo* until sold in 1962 to Clarene Y. Martin of Houston, Tex., and renamed *Explorer*.

Amherst

Towns in Maine, Massachusetts, New Hampshire, Ohio, and Virginia, and a county in Virginia.

(PCER-853: dp. 903; l. 184"6"; b. 33"1"; dr. 9'5"; s. 15.7 k.; cpl. 99; a. 1 3", 2 40mm, 6 20mm., 2 dct., 2 dcp.; cl. *PCER-489*)

PCER-853 was laid down on 16 November 1943 at Chicago, Ill., by the Pullman Standard Car Manufacturing Co.; launched on 18 March 1944; and commissioned at New Orleans on 16 June 1944, Lt. W. W. Boynton in command.

Following shakedown in waters off Miami and Key West, Fla., *PCER-853* proceeded via the Panama Canal to Hawaii. The ship reached Pearl Harbor on 14 September; was replenished there; and, shortly thereafter, got underway to join the 7th Fleet in the Admiralty Islands. En route, she stopped at Funafuti, Ellice Islands; and at Finschhafen, New Guinea, before anchoring in Seeadler Harbor, Manus Island. On 12 October, *PCER-853* got underway in the screen for the ships carrying invasion forces to Leyte.

She remained off Leyte through 22 November, screening various ships and providing rescue and firefighting services. Throughout this time, the Allied forces, including *PCER-853*, fought off numerous Japanese air attacks. At the risk of endangering her own safety, the patrol rescue escort many times pulled alongside burning ships to save sailors' lives; she also made trips to landing beaches to recover wounded for evacuation.

Following a brief replenishment trip to Seeadler Harbor, the small ship returned to the Philippines on 18 December to support the landing on Luzon at Lingayen scheduled for early in 1945. During the fighting, besides recovering casualties, *PCER-853* served in Lingayen Gulf as an antisubmarine picket ship. After screening a convoy from Lingayen Gulf to Leyte Gulf, she left the Philippine theater on 6 February 1945, bound for Ulithi.

Repairs to her generators were made at that atoll. On 21 March, the ship sailed with a transport group bound for the assault on the Ryukyus. They reached the Kerama Retto area in late March, and *PCER-853* soon began her job of receiving, treating, and transferring wounded. Her workload greatly increased due to the intensity of the fighting ashore on Okinawa and the success of kamikaze attacks against ships in Ryukyuan waters. She operated from Kerama Retto through 30 June, carrying shuttling wounded from Okinawa and its surrounding waters back to safety.

On the day, the ship joined a convoy bound, via Saipan, for Hawaii and reached Oahu on 19 July. Shortly after arriving at Pearl Harbor, *PCER-853* entered the navy yard there and was still undergoing overhaul when Japan capitulated. In September, the vessel steamed to the east coast of the United States and was placed in the Atlantic Reserve Fleet at Green Cove Springs, Fla.

In December 1947, *PCER-853* was ordered to Philadelphia to serve as a training vessel for Naval Reserve personnel in the 4th Naval District. The ship was placed back in an active status on 28 November 1950 and carried out training duty at Philadelphia for the next 10 years. On 15 February 1956, the ship was renamed *Amherst* (PCER-853).

The vessel got underway on 24 April 1960 to steam to Detroit, Mich. There, she was attached to the 9th Naval District and continued serving as a Naval Reserve training ship. *Amherst* spent the remainder of her career making training cruises throughout the Great Lakes and visiting various ports in Michigan, New York, Ohio, Illinois, Pennsylvania, Wisconsin, and Canada.

On 6 February 1970, *Amherst* was placed in an "out of service, special" status for a pre-transfer overhaul. Her name was struck from the Navy list on 3 June 1970, and the ship was transferred to the Republic of Vietnam. She served the Vietnamese Navy as *Van Kiep II* (HQ-14) as that nation fought to avert a communist takeover. When South Vietnam resistance crumbled, the ship escaped to the Philippines about 2 May 1975.

PCER-853 won two battle stars for her World War II service.

Amick

Eugene Earle Amick—born on 26 January 1919 at Boonville, Mo.—studied at the University of Kansas City and Rockhurst College before entering William Jewell College in 1937. After graduating from the latter in 1941, Amick enlisted in the Naval Reserve on 19 September 1941. Following preliminary training, he was appointed a midshipman on 13 February 1942 and entered the United States Naval Reserve Midshipman's School at Northwestern University. Upon his successful completion of the officers' candidate course there, he was commissioned ensign on 14 May 1942 and assigned to *Astoria* (CA-34).

Amick served in that cruiser during the early summer of 1942

as she prepared to participate in the first Allied thrust in the Pacific, the invasion of the Solomon Islands at Guadalcanal. He was killed on the second night after the original landings as Allied warships attempted to protect American beachheads in the Battle of Savo Island in the small hours of 9 August.

(DE-168: dp. 1,240; l. 306'; b. 36'7"; dr. 11'8"; s. 20.9 k.; cpl. 216; a. 3 3", 4 40mm., 10 20mm., 2 dct. 8 dcp.; cl. Cannon)

Amick (DE-168) was laid down on 30 November 1942 by the Federal Shipbuilding & Drydock Co., Newark, N.J.; launched on 27 May 1943; sponsored by Mrs. Mary R. Amick, widow of Ens. Amick; and commissioned at the New York Navy Yard on 26 July 1943, Lt. Comdr. Francis C. B. McCune in command.

Amick left the east coast early in September for shakedown training out of Bermuda. During this cruise, the ship was also engaged in operations testing defensive devices—then under development—which it was hoped would protect American ships against acoustic torpedoes.

In early November, *Amick* became a member of Task Force 62 and began duty as an escort for transatlantic convoys. The ship also acted as flagship for Escort Division (CortDiv) 15. From November 1943 through May 1945, she completed nine round-trip voyages across the Atlantic. These terminated in several different ports: Casablanca, Morocco; Gibraltar; Bizerte, Tunisia; Palermo, Sicily; and Oran, Algeria. Only one of her convoys was ever harassed by enemy forces. On 1 August 1944, German planes attacked the convoy while it was sailing in the Mediterranean off Cape Bengut, Algeria, but failed to damage any ship.

During her 18 months of wartime operations in the Atlantic, *Amick* entered either the New York or the Boston Navy Yard for short availabilities at the completion of each westward crossing. As a rule, she then proceeded to Casco Bay, Maine, or Montauk Point, N.Y., for training exercises before joining another convoy.

On 28 May 1945, *Amick* sailed from Boston with CortDiv 15, bound for the Pacific. They paused at Guantanamo Bay, Cuba, for one week of training and then proceeded to the Canal Zone. The destroyer escorts transited the Panama Canal on 10 June and sailed on to San Diego, Calif. From that port, *Amick* and her sister ships headed for the Hawaiian Islands and moored at Pearl Harbor on the 29th.

After a fortnight of exercises out of Pearl Harbor, CortDiv 15 got underway for Eniwetok. *Amick* sailed for the Mariana Islands and, at Saipan, reported to Task Unit (TU) 94.7.2 for duty. The destroyer escort completed one voyage to Okinawa and back before sailing for the Western Caroline Islands. On 15 August, while en route to Ulithi, she received word of Japan's capitulation.

Amick touched at Ulithi on the 16th; and, three days later, she reached Peleliu in the Palau Islands and joined TU 94.6.1. On 23 August, several Navy and Marine Corps officials embarked in *Amick* for passage to the northern Palau Islands. There, they held a series of conferences with Japanese officers which culminated on 1 September in the unconditional surrender of all Japanese forces in the northern Palau Islands, which was received by the Americans in the wardroom on board *Amick*.

On 3 November, *Amick* departed Peleliu, bound for the United States. She made brief stops at Saipan and Pearl Harbor before arriving back at San Diego on 22 November.

The destroyer escort was reassigned to the Atlantic Fleet on 1 December and, shortly thereafter, got underway for the east coast. She reached Jacksonville, Fla., on 3 January 1946 and entered a shipyard there for repairs. After this work was completed, she was assigned to CortDiv 12 and berthed at Green Cove Springs, Fla., to undergo preservation work prior to deactivation.

The warship remained semiactive at Green Cove Springs, serving as a receiving ship for sailors from other ships completing the inactivation process, until herself decommissioned on 16 May 1947. After eight years in reserve, *Amick* was loaned to Japan on 14 June 1955 under the terms of the Mutual Defense Assistance Program. She served in the Japanese Maritime Self-Defense Force as *Asahi* (DE-232) until returned to the Navy early in 1975. On 6 January 1975, she was reclassified a frigate and redesignated FF-168. Not long thereafter, she was determined to be unfit for further service, and her name was struck from the Navy list on 15 June 1975. She was sold to the Republic of the Philippines in September of 1976.

Ammen

Daniel Ammen was born in Brown County, Ohio, on 15 May 1820. He was appointed a midshipman on 7 July 1836 and later served with distinction during the Civil War. Ammen commanded *Seneca* at the Battle of Port Royal, S.C., on 7 November 1861; *Patapsco* in the attack on Fort McAlister and Fort Sumter in 1863; and *Mohican* in the bombardment of Fort Fisher in late 1864 and early 1865. Following the end of the fighting, he spent most of his remaining years of service in Washington, serving first as Chief of the Bureau of Yards and Docks and then as Chief of the Bureau of Navigation. He was promoted to rear admiral upon his retirement in 1878. After leaving active duty, he spent much of his time writing on naval subjects and published two books: the *Atlantic Coast* and *The Old Navy and The New*. Ammen died near Washington, D.C., on 11 July 1898, and was buried at Arlington National Cemetery.

I

(Destroyer No. 35: dp. 883; l. 293'10"; b. 26'10½"; dr. 8'4"; s. 30.48 k.; cpl. 83; a. 5 3", 6 18" tt.; cl. *Paulding*)

Ammen (Destroyer No. 35) was laid down on 29 March 1910 by the New York Ship Building Co., Camden, N.J.; launched on 20 September 1910; sponsored by Miss Ethel C. Andrews; and commissioned at Philadelphia on 23 May 1911, Lt. (jg.) Lloyd W. Townsend in command.

Following commissioning, *Ammen* was assigned to the Atlantic Fleet. She operated with the Torpedo Flotilla along the east coast. Upon the outbreak of World War I in Europe in 1914, *Ammen* began neutrality patrols and escort duty along the east coast. After the United States entered the conflict in April 1917, *Ammen* sailed for the Bahamas on a reconnaissance mission. When she returned to the United States, the destroyer entered the Philadelphia Navy Yard on 6 May to be fitted out for overseas service. *Ammen* was assigned to Division 9, Destroyer Force, and sailed on 18 June for St. Nazaire, France.

After the arrival of the convoy at St. Nazaire on 2 July, *Ammen* proceeded to Queenstown, Ireland, and was attached to American naval forces based there. The ship carried out convoy escort duty between Ireland and France, patrolled off the Irish coast for enemy submarines, and went to the aid of vessels in distress. *Ammen* returned to the United States in January 1919. She

made a cruise to the Gulf of Mexico before going out of commission at Philadelphia on 11 December 1919. The vessel was designated DD-35 on 17 July 1920. *Ammen* remained at Philadelphia until 28 April 1924, when she was transferred to the Coast Guard, in whose hands she was redesignated CG-8. *Ammen* was one of 20 destroyers that formed the Coast Guard Offshore Patrol Force, established to help suppress bootlegging.

On 22 May 1931, *Ammen* was returned to the Navy, but she performed no further active service. Her name was dropped on 1 July 1933, and thereafter she was referred to as DD-35. She was struck from the Navy list on 5 July 1934 and sold to Michael Flynn, Inc., Brooklyn, N.Y.

II

(DD-527: dp. 2,050; l. 376'5"; b. 39'7"; dr. 17'9"; s. 35.2 (tl.); cpl. 329; a. 5 5", 10 40mm., 7 20mm., 10 21" tt., 6 dep., 2 dct.; cl. *Fletcher*)

The second *Ammen* (DD-527) was laid down on 29 November 1941 at San Francisco, Calif., by the Bethlehem Steel Corp.; launched on 17 September 1942; sponsored by Miss Eva Ammen; and commissioned on 20 March 1943, Comdr. John C. Daniel in command.

Ammen put to sea on 30 March bound for San Diego where she completed her shakedown training. The destroyer departed San Diego on 20 April and arrived in San Pedro the following day. Two days later, she embarked upon a voyage to Alaskan waters as part of the screen for Task Force (TF) 51, built around *Pennsylvania* (BB-38). The task force arrived at Cold Bay, Alaska, on 1 May and, 10 days later, participated in the landings on Attu Island. During that operation, *Ammen*'s primary responsibility consisted of providing antisubmarine and antiaircraft protection for the ships of the invasion force. Since the air threat never materialized and the submarine menace proved almost as benign, she fired no shots at the enemy but struggled mightily against the inhospitable Aleutian climate.

At the conclusion of her part in the operation, *Ammen* headed back to California, arriving in San Diego on 31 May. The destroyer underwent two weeks of repairs at San Diego and then moved north to San Francisco where she resumed post-shakedown availability. On 11 July, she departed San Francisco in the screen of another convoy bound for Alaska. She escorted the convoy to a point about 900 miles from Adak where other



Ammen (DD-527) underway off Leyte, 20-24 October 1944, with what appears to be a column of medium landing ships (LSMs) in the background. (80-G-374964)

escorts took over the mission. *Ammen* returned to San Francisco on 21 July but remained there only eight days. On the 29th, the destroyer put to sea with another Alaska-bound convoy. She shepherded her charges into port at Adak on 5 August and began preparations for the occupation of Kiska. That operation proved to be a walkover for the simple reason that the Japanese had evacuated Kiska. The destroyer returned to Adak on 12 September and remained there until the 24th. She put to sea again on the 24th, made a brief stop back at Kiska on the 25th, and then headed on to Pearl Harbor. *Ammen* arrived at her destination on 2 October and spent the ensuing nine days practising gunnery, torpedo, and antisubmarine warfare (ASW) techniques. On 11 October, she departed Pearl Harbor in company with *Bush* (DD-529). The destroyer arrived back at Adak on 16 October and, for the next six weeks, patrolled in the Aleutian Islands.

On 26 November, *Ammen* left Adak bound for the southwestern Pacific. She made a five-day stop at Pearl Harbor before resuming her voyage on 9 December. Steaming by way of Funafuti in the Ellice Islands and Espiritu Santo in the New Hebrides, the warship arrived at Milne Bay, New Guinea, on 18 December. There, she became a unit of the 7th Fleet. For the next nine months, *Ammen* focused her energies on the series of operations that wrested control of the northern coast of New Guinea from the Japanese and isolated their big bases in the Bismark Archipelago at Rabaul on New Britain and Kavieng on New Ireland. Between late December 1943 and late January 1944, *Ammen* supported the Allied landings at Cape Gloucester on the western end of New Britain as an element of the Cruiser Bombardment Unit under Rear Admiral V.A.C. Crutchley VC, RN. In addition to providing antisubmarine and antiaircraft protection for the larger ships, she transported casualties from the battle ashore and conducted shore bombardments.

In February, the destroyer visited Sydney, Australia, returning to the New Guinea area at Milne Bay on the 22d. A week later, *Ammen* put to sea in the screen of an LST task unit, the first resupply echelon for the reconnaissance in force of Los Negros Island that burgeoned into the occupation of the Admiralty Islands. During the first half of March, *Ammen* busied herself providing gunfire support for the soldiers securing a hold on Los Negros and fighting off air attacks. Between 17 and 19 March, she joined *Beale* (DD-471), *Daly* (DD-519), *Hutchins* (DD-476), and *Mullany* (DD-528) in a fruitless antishipping sweep along the coast of New Guinea near enemy-held Wewak.

After several weeks of upkeep at Milne Bay and training exercises in that vicinity, *Ammen* put to sea once again on 18 April in company with Rear Admiral Crutchley's cruiser-destroyer force to support the next hop in the leapfrog along the northern coast of New Guinea—the Aitape-Hollandia invasion. During the assault at Tanamerah Bay, the destroyer provided antisubmarine and antiaircraft protection to gunfire support ships of the force and contributed her share of call fire as well. Later, she joined the screen of TG 78.2, one of two escort carrier task groups providing close air support for the troops ashore, until the middle of the first week in May.

After a respite at Manus, *Ammen* departed Seeadler Harbor in mid-May in company again with Rear Admiral Crutchley's Australian and American cruisers and destroyers. The warships steamed to Hollandia, New Guinea, where they took station offshore to cover the invasion force assembled there. After sundown on 16 May, the entire force began the voyage to the Wakde-Sarmi area of northwestern New Guinea. From 17 to 21 May, *Ammen* and her consorts brought their guns to bear on Japanese targets in support of the troops charged with the seizure of the region. On 27 May, the destroyer was off Biak in the Schouten Islands located just to the north of the western end of New Guinea and, due east of the peninsula then known as the Vogelkop. During the amphibious assault at Bosnik on the southeastern coast of Biak, *Ammen*'s guns struck at enemy positions once more. After the initial landings, *Ammen*'s cruiser-destroyer force alternated with Rear Admiral Russell S. Berkey's TF 75 built around *Phoenix* (CL-46), *Nashville* (CL-43), and *Boise* (CL-47) in covering the invasion forces from enemy air and naval interference. *Ammen*'s group fought off several half-hearted air attacks and foiled an attempted reinforcement by destroyers on the night of 8 and 9 June. The destroyer and her colleagues concluded their part in the Biak operation at the end of the third week in June and entered Seeadler Harbor for a week of upkeep.

On 30 June, the warship put to sea in the screen of the bombardment force assigned to the seizure of Noemfoor, an island

located between Biak and the Vogelkop. During the landings on 2 July, *Ammen* drew no gunfire support missions and so, contented herself with antisubmarine and antiaircraft defense patrols against an enemy notable only for his absence. Between the conclusion of her part in the Noemfoor occupation and the Sansapor operation late in July, the destroyer carried out harassment missions against bypassed Japanese garrisons on the New Guinea coast from the base at Aitape. During the last four days of July, *Ammen* participated in the unopposed landings at Cape Sansapor on the northwestern coast of the Vogelkop. After Sansapor, the warship embarked upon a voyage to Sydney, Australia, for an 18-day liberty and upkeep call.

On 26 August, *Ammen* headed back to the combat zone. Steaming by way of Milne Bay, New Guinea, she arrived in Seeadler Harbor, Manus, on 1 September. The destroyer spent the first 10 days of September engaged in drills and upkeep at Manus. On the 11th, she got underway for Morotai and another uncontested landing. The warship spent only two days at Morotai before returning to Seeadler Harbor via Mios Woendi.

Ammen remained at Manus from 29 September until 11 October. On the latter day, she put to sea on a circuitous voyage bound ultimately for the invasion of the Philippines at Leyte. That circuit took her first to the northern coast of New Guinea where—at Humboldt Bay—she became a unit of the screen of the invasion force flagship *Wasatch* (AGC-9). The flagship group weighed anchor on 15 October and laid in a course for Leyte Gulf. The destroyer escorted the command ship into Leyte Gulf in the predawn darkness of 20 October. The preparatory shore bombardment began about 0700 and lasted until just before 0945. At that point the landing craft began their approach to the beaches. Assigned to protect the force flagship, *Ammen* took no part in the festivities but watched dutifully for the intrusion of enemy aircraft and submarines. For the first five days of the Leyte undertaking, she continued to provide antiair and antisubmarine coverage to *Wasatch* and escorted her out to sea during her nightly retirements from San Pedro Bay.

Her duties with respect to the flagship kept *Ammen* out of both the surface actions launched by the Japanese to contest the invasion of Leyte. By the time she was detached to join TG 77.3 on the afternoon of 25 October to guard the eastern entrance to Leyte Gulf, the Japanese had shot their bolt. The forces that had tried to charge through Surigao Strait to the south received a shattering welcome from the battleships, cruisers, and destroyers under Rear Admiral Jesse Oldendorf, and the *Yamato* force that had sneaked through San Bernardino Strait went about to retrace its path in face of the desperate resistance put up off Samar by the escort carriers and, particularly, by the destroyers and destroyer escorts screening them.

Though the major Japanese effort to disrupt the Leyte landings had been foiled, it was not immediately apparent. As a consequence, *Ammen* served with several defensive formations on an ad hoc basis. As already stated, she joined TG 77.3 on the afternoon of 25 October to help guard the eastern entrance to Leyte Gulf. That assignment lasted until the early morning hours of the 27th when she transferred to TG 77.4, the escort carrier group that had been mauled off Samar on the 25th. Soon thereafter, she was assigned more specifically to Task Unit (TU) 77.4.2 built around *Natoma Bay* (CVE-62) and five other escort carriers. *Ammen* served with that outfit until the early morning hours of 29 October when she was reassigned to TG 77.2 inside Leyte Gulf. Later that day, the destroyer resumed duty screening the flagship as an element of TG 77.1.

Rebuffed on the surface, the Japanese resorted to an aerial blitz. *Ammen* spent the first 16 days of November helping to ward off enemy aircraft. On 1 November, a burning Yokosuka P1Y "Frances" twin-engine bomber crashed into the destroyer between her stacks. The plane caromed off the ship into the sea but caused considerable topside damage and inflicted 26 casualties, including five dead. *Ammen*, however, carried on with her duties and claimed a number of hits and two probable kills in the aerial onslaught over the following two weeks. On 16 November, the warship laid in a course for the Admiralty Islands. She entered Seeadler Harbor on 21 November and spent the next nine days preparing for the voyage back to the United States. On 30 November, *Ammen* departed Manus and pointed her bow east toward the United States. After stops at Majuro and Pearl Harbor, she arrived in San Francisco on 21 December.

Repairs to her battle damage carried out at the Mare Island Navy Yard kept *Ammen* out of the Lingayen Gulf operation in

January 1945, and their completion at the beginning of the second week in February came too late for the destroyer to play a part in the mid-February seizure of Iwo Jima. On 9 February 1945, she sailed out of the Golden Gate in company with *Chenango* (CVE-28) and set a course for Pearl Harbor. The two warships reached Oahu on 15 February, and *Ammen* performed training and carrier escort missions in the Hawaiian Islands until the middle of the first week in March. On 4 March, the destroyer departed Pearl Harbor in company with *St. Louis* (CL-49) and her old division mate, *Beale*. The three warships made one stop—at Eniwetok on the 10th for fuel—before arriving at Ulithi Atoll on 13 March. Leaving *St. Louis* at Ulithi, *Ammen* and *Beale* returned to sea on their way back to Leyte. *Ammen* and her colleague reached their destination on St. Patrick's Day 1945 and set about practising for the invasion of the Ryukyu Islands.

On 27 March, she stood out of Leyte Gulf with TF 55, the Southern Attack Force, bound for the assault on Okinawa. The task force arrived off the assault beaches early in the morning of 1 April—Easter Sunday, April Fool's Day, and L-day for the invasion of Okinawa. *Ammen* took up screening station in the transport area while the troops in the transports made final preparations. The first wave rolled ashore just after 0830. *Ammen* spent the first 10 days of April providing antiship and antiaircraft protection for the troop and cargo ships unloading at Okinawa. On the 10th, the destroyer joined TG 51.2 in a voyage to the Marianas, arriving back in the Ryukyus on the 20th.

Her return to Okinawa on 20 April marked the beginning of *Ammen*'s service on various of the radar picket stations established in the waters surrounding Okinawa to warn of approaching air raids and to help repulse them. Few tasks in World War II proved more arduous. It consisted of a grueling schedule of duty against fanatical and, more often than not, suicidal Japanese aviators. *Ammen* received her baptism in the Okinawa hail storm that night. After tracking her first bogey on radar picket duty just after midnight on the 21st, she failed to detect a second plane that flew in low and dropped a bomb fairly close aboard on her starboard quarter. The near miss exploded in the water, showering the warship with fragments. In that brief encounter, eight of her crew suffered wounds. *Ammen* remained on station until the evening of the 21st when she was relieved by *Russell* (DD-414). The destroyer proceeded to the Hagushi beaches where she transferred the more serious of her casualties to *Crescent City* (APA-21) before entering Kerama Retto for repairs and replenishment.

Following patrol duty on the 26th and 27th, she took over support ship duties from *Mustin* (DD-413) on radar picket station number 1 north of Okinawa late in the morning of the 28th. That afternoon, an enemy raid—part of the fourth of the 10 major air assaults mounted by the Japanese in the effort to thwart the Okinawa invasion—approached *Ammen* and *Bennion* (DD-662), the ship she was supporting on the radar picket station. A Nakajima Ki. 43 "Oscar" single-engine fighter dove on *Ammen* and *Bennion*. Both destroyers opened fire on the intruder but failed to stop him. He crashed *Bennion*'s fantail but caused only minor damage.

While snoopers probed the area throughout the night, none approached nearer than three or four miles, and no new attacks developed until the following night. Just before 0200 on the 30th, a group of between six and eight bogies appeared on *Ammen*'s radar screen headed directly for her station. The destroyer opened fire about five minutes after the contacts were made. Smart ship handling caused the first two suiciders to overshoot *Ammen* and splash into the sea fairly close aboard to port. *Bennion* suffered additional minor damage when the third kamikaze struck another glancing blow to her fantail. *Ammen* received the attention of the fourth member of the group, but he, too, went into the sea. The two destroyers then combined forces to knock the fifth intruder out of the sky with antiaircraft fire. The sixth bandit went into the sea about three or four miles off to starboard. The final plane in the group fell before the guns of an American night fighter.

Relative quiet returned to her station during the daylight hours of the 30th and the following night. Not long before noon on the 1st, *Ammen*, relieved by *Ingram* (DD-694), headed for Hagushi anchorage to receive on board a fighter director team along with its equipment. After refueling and replenishing at Kerama Retto, the destroyer headed for radar picket station 9 during the evening of 3 May. She remained on station until the 9th, directing

combat air patrol (CAP) fighters out to meet sporadic raids of one, two, and three planes. Relieved by *William D. Porter* (DD-579) on the morning of 9 May, *Ammen* replenished at Kerama Retto that day and then moved on to Hagushi anchorage on the 10th. While at Hagushi, the destroyer opened fire briefly on the evening of 12 May at a Nakajima Ki. 43 "Oscar" and a Nakajima Ki. 44 "Tojo." Both planes attempted suicide dives on *New Mexico* (BB-40). The "Oscar" overshot the mark, but the "Tojo" struck *New Mexico* amidships.

On 13 May, *Ammen* returned to radar picket duty, relieving *Lowry* (DD-770) as fighter director on station 16 about 50 miles west northwest of the peninsula on Okinawa known as Zampa Misaki. Over the next six days, the destroyer directed her CAP fighters out to meet a number of raids, but she, herself, fought no engagements with enemy aircraft. On the 18th, *Ammen* stood down and headed back to Hagushi. On the 19th, she put into Kerama Retto for repairs alongside *Hamul* (AD-20) until the 22d. After two days back at Hagushi, the destroyer resumed duty with the radar pickets in the afternoon of the 24th.

Her return coincided with the seventh of Japan's 10 *kikusui* attacks on Okinawa shipping. The onslaught had begun the previous evening but had subsided somewhat during the daylight hours of the 24th when *Ammen* resumed duty as a fighter director. Just before 2000, the Japanese renewed their attacks with increasing intensity. The first six raids she detected posed no real threat to *Ammen* and her colleagues at radar picket station 15. The seventh raid closed to within five miles of her station but kept its distance in face of antiaircraft fire from *Ammen*'s consorts. From that time until about 0300 on the 25th, aircraft flew back and forth over station 15. The warships assigned there let fly with their antiaircraft batteries whenever enemy planes approached.

Throughout the night of 24 and 25 May no Japanese aviator made a really determined attack on radar picket station 15. In fact, *Ammen*'s radar screen remained clear of bogies during the morning watch of 25 May. Half an hour into the forenoon watch, however, things began to warm up. She detected a group of enemy planes approaching from the north about 40 miles distant. The destroyer dispatched her CAP fighters to meet the enemy, and they bagged two Nakajima Ki. 44 "Tojo" Army fighters and two Kawasaki Ki. 61 "Tony" Army fighters. Unfortunately a fifth plane—another "Tojo"—slipped through and, a little after 0900, began a suicide dive, apparently at *Ammen*. The destroyer opened fire, but the kamikaze maintained his course and gathered speed. Instead of striking *Ammen*, though, he passed along her length and did a wingover into *Stormes* (DD-780) crashing her after torpedo mount. Though battered, *Stormes* remained afloat and, after repairs, continued in active service for almost three decades.

Relative peace returned to radar picket station 15 that night and continued until early on the 27th when the Japanese launched their eighth *kikusui* attack—the last in which 100 or more planes were involved. Attacks on other stations began as early as the end of the morning watch. *Ammen* made no contact with the enemy until about 1730 when she detected an enemy formation approaching Okinawa from the north. No bogies closed her station until after 2000 hours; but, between 2030 and 0200, she and *Boyd* (DD-544) fought off eight coordinated air attacks and sustained no damage in the effort. By 0330, the radar screen showed the skies to be clear of bogies within an eight-mile radius of *Ammen*. Forty minutes later, the destroyer headed via Hagushi anchorage to Kerama Retto to refuel and replenish.

Ammen served on radar picket duty for another four weeks. During that time Japanese air activity began to diminish rapidly. The enemy made two more *kikusui* efforts, both mere shadows of the murderous affairs of April and May but still lethal nonetheless. Enemy planes still ventured within range of her guns and fell victim to them. Efficient American air power directed by radar picket destroyers such as *Ammen*, however, generally caught them and knocked them out of the air at some distance from the ships around Okinawa. The warship completed her last tour of duty as a radar picket on 23 June. After taking on fuel at Kerama Retto the following morning, she put to sea in company with several other destroyers on their way to Leyte in the Philippines.

Ammen arrived at Leyte on 27 June and began a fortnight of recreation and upkeep. On 13 July, she got underway from Leyte with TF 95, built around *Guam* (CB-2). Her task force arrived at Okinawa on 16 July but returned to sea that same day to conduct

a surface antishipping sweep of the East China Sea. Following a detour to avoid a typhoon, *Ammen* and her colleagues began their sweep on 22 July. Unfortunately, they encountered no targets of any consequence and returned to Buckner Bay, Okinawa, on the morning of 24 July. The destroyer participated in two more similarly futile antishipping sweeps of the East China Sea during the last days of July and the first week in August.

Following the cessation of hostilities in mid-August, *Ammen* operated in the Ryukyu Islands until the end of the first week in September. On 7 September, she departed Okinawa on her way to Japan proper, arriving at Nagasaki on the 15th. Six days later, she moved to Sasebo. *Ammen* served in Japanese waters until 17 November when she embarked upon the voyage back to the United States. Steaming by way of Midway, Pearl Harbor, San Diego, and the Panama Canal, the warship arrived in Charleston, S.C., two days before Christmas 1945. After completing inactivation overhaul, *Ammen* was placed out of commission on 15 April 1946 and was berthed with the Charleston Group, Atlantic Reserve Fleet.

The outbreak of war in Korea in the summer of 1950 and American support for South Korea in that conflict compelled the Navy to expand its active fleet. Preparations for *Ammen*'s reactivation began late in 1950, and she was recommissioned at Charleston, S.C., on 5 April 1951, Comdr. Ralph P. Desmond in command. Though officially deemed to be active, the destroyer required three additional months of reconditioning before putting to sea. After refresher training out of Guantanamo Bay, Cuba, in July and August, *Ammen* returned to Charleston in September for a modernization overhaul that lasted until the spring of 1952. Following refresher training in the West Indies, the warship reported for duty with the Atlantic Fleet as an element of Destroyer Division (DesDiv) 182 based at Newport, R.I.

On 26 August 1952, *Ammen* stood out of Newport bound for her first tour of duty in European waters. She cruised in the Mediterranean Sea with the 6th Fleet until early 1953, participating in various training operations and showing the flag in ports on the European, North African, and middle eastern coasts of the Mediterranean. The destroyer returned to Newport in February 1953 and operated with the 2d Fleet until August. On 10 August 1953, she departed Boston for the Far East. The warship served with the 7th Fleet, frequently in waters adjacent to the Korean peninsula, through the end of the year. *Ammen* concluded her tour of duty in the Orient on 14 January 1954. Making the westward voyage by way of the Indian Ocean and the Suez Canal, she arrived in Newport on 10 March. In April, the warship entered the Philadelphia Naval Shipyard for regular overhaul. She completed repairs early that summer and then conducted refresher training in the West Indies in August and September.

That fall, Destroyer Squadron (DesRon) 18 was reassigned to the Pacific Fleet. Accordingly, on 30 November 1954, *Ammen* got underway from Newport in company with her squadron mates to make the transit to San Diego. Upon reporting to the Commander in Chief, Pacific Fleet, after navigating the Panama Canal, DesRon 18 became DesRon 21. In January 1955 the destroyer embarked upon another assignment with the 7th Fleet in the western Pacific. During that assignment, she supported the evacuation of Nationalist Chinese from the Tachen Islands then under pressure from communist forces on the nearby mainland. Before completing that deployment, *Ammen* also served on the Taiwan Strait patrol.

After her return to San Diego on 19 June 1955, the warship took up normal 1st Fleet operations, conducting type training and participating in fleet exercises in the eastern Pacific. That employment occupied her through January 1956. On 7 February of that year, *Ammen* left San Diego again on her way to the Far East. That deployment lasted until late July when she headed back to the west coast of the United States. The destroyer reached San Diego on 11 August and, on the 30th, began a three-month overhaul at the Mare Island Naval Shipyard near San Francisco. She returned to San Diego and to active service on 7 December.

On 16 April 1957, *Ammen* stood out of San Diego bound for another tour of duty with the 7th Fleet in the Far East. En route, she took quite a detour, steaming via Suva in the Fiji Islands to Melbourne, Australia, to participate in the celebration of the 15th anniversary of the Allied victory in the Battle of the Coral Sea. After the commemoration, *Ammen* headed north via

Manus in the Admiralty Islands and Guam to Yokosuka where she arrived on 1 June. A little less than four months later she concluded her assignment with the 7th Fleet and stood out of Yokosuka on 29 September to return to the United States.

Ammen arrived back in San Diego on 14 October and, after post-deployment standdown, resumed normal 1st Fleet operations along the California coast. She remained so occupied until late June 1958. On the 25th, the destroyer got underway again for the western Pacific. She arrived in Yokosuka on 13 July to begin five months of duty with the 7th Fleet. In a deployment plagued by engineering casualties, *Ammen* still managed extended service at sea with the fast carriers of TF 77 and on the Taiwan Strait patrol. On 6 December, she departed Yokosuka to return to San Diego. *Ammen* steamed into San Diego on 18 December and remained there exactly 10 weeks completing the usual post-deployment and holiday leave and upkeep period and preparing for regular overhaul.

At the end of February 1959, the destroyer began her overhaul at San Francisco. Repairs complete, she resumed active duty late in June. In mid-August, *Ammen* departed San Diego for operations between Pearl Harbor and Guam. At the end of September, she returned briefly to the California coast at Long Beach. Early in October, the destroyer embarked upon the final western Pacific deployment of her career. She returned to the west coast from that tour of duty early in 1960. Later that spring the warship began preparations for inactivation. On 19 July 1960, while making the transit between Seal Beach and San Diego for decommissioning, *Ammen* was struck by *Collett* (DD-730). The collision killed 11 *Ammen* sailors and injured 20 others. She was initially towed into Long Beach and, later, from there to San Diego where she was decommissioned on 15 September 1960. *Ammen*'s name was struck from the Navy list on 1 October 1960, and she was sold to the National Metal & Steel Corp. on 20 April 1961 for scrapping.

Ammen (DD-527) earned eight battle stars during World War II.

Ammonoosuc

A river that rises in New Hampshire's White Mountains and meanders in a generally western and southwestern direction until joining the Connecticut River at Woodsville. The term *ammonoosuc* itself is an Indian word roughly translated as a "stony place for fishing."

(ScFr: dp. 3,850; l. 335'; b. 44'4"; dph. 16'6"; dr. 10'6"; s. 17.11 k.; a. 10 9' sb., 3 60-pdr. r., 2 24-pdr. sb.; cl. *Ammonoosuc*)

Ammonoosuc was laid down by the Boston Navy Yard sometime during the first half of 1863 and was launched, apparently without ceremony, on 21 July 1864.

From the outbreak of the Civil War, the Lincoln Administration seemed to feel that the British Government's sympathies lay with the Confederacy. The *Trent* Affair further strained American-British relations, and the terrible toll exacted from Union shipping by commerce-raiding Confederate cruisers built in England forced the Union Navy to make contingency plans for what appeared to be an increasingly likely war with England.

With the Royal Navy in many respects considerably more powerful than its American counterpart, the United States Navy decided that—should open hostilities with Queen Victoria's empire break out—it would adopt its traditional strategy of preying on British merchant shipping. To prepare for such an eventually, the Federal Navy Department embarked upon a program of developing very fast seagoing steamships capable of overtaking all ships they might pursue and of escaping from any they might wish to elude.

Ammonoosuc was one of these steamers. Her hull was designed by Benjamin Franklin Delano to hold a pair of extremely powerful engines to be built at New York by the Morgan Iron Works according to plans drawn by Benjamin Franklin Isherwood for the screw frigate *Wampanoag*. These engines were not ready when *Ammonoosuc* was launched and the collapse of the Confederacy prompted a significant slowdown on the work as that all but eliminated the Navy's need for fast, new warships. The en-

gines were finally finished late in 1867, and *Ammonoosuc's* hull was towed to New York so that they might be installed.

By late in the spring of 1868, the ship was finally ready to go to sea under her own power and—under the command of Comdr. William D. Whiting—departed New York on 15 June for a run to Boston at full speed. Dense fog over much of her course prevented her from proceeding at top velocity during most of the passage, but during one three-hour period she averaged 17.11 knots while moving from Cape Cod to Fort Warren, the highest sustained speed ever attained by a ship up to that time.

Nevertheless, since an unusually large proportion of the space within her hull was taken up by her powerful engines and related machinery, the ship was not commissioned. Instead, she was laid up in the Boston Navy Yard. While there, *Ammonoosuc* was renamed *Iowa* on 15 May 1869. She was sold at Boston on 27 September 1883 to the firm of Hubel and Porter, of Syracuse, N.Y.

On 7 February 1919, the name *Ammonoosuc* was apparently assigned to the then-building Fleet Tug No. 21—laid down on 16 July 1918 at Buffalo, N.Y., by the Ferguson Steel and Iron Works—although it is not clear by what means this was done. No record of an order officially assigning that name to the ship has been found. However, General Order No. 453 of 24 February 1919 assigned the name *Bagaduce* (q.v.), thus constituting a renaming.

Ammonusuc

An erroneous spelling of *Ammonoosuc*.

(AOG-23: dp. 2,270; l. 220'6"; b. 37'; dr. 13'1"; s. 10.0 k.; cpl. 62; a. 1 3", 2 40mm., 3 20mm.; cl. *Mettawee*; T. T1-M-A2)

Ammonusuc (AOG-23) was laid down under a Maritime Commission contract (MC hull 1520) on 23 November 1943 at Bayonne, N.J., by the East Coast Shipyard, Inc.; launched on 25 March 1944; sponsored by Miss Helen T. Clark; acquired by the Navy on a loan charter basis on 18 May 1944; and commissioned on 19 May 1944, Lt. (jg.) Lester F. Baker, USCG, in command.

The new gasoline tanker was fitted out at the New York Navy Yard, Brooklyn, N.Y., and sailed on 11 August for Norfolk, Va., where she underwent a period of availability. The vessel returned to New York City on 5 September to take on a cargo of aviation gasoline and diesel oil and got underway in a convoy bound for Guantanamo Bay, Cuba. The ships weathered a hurricane before reaching Cuban waters safely on 17 September. Four days later, the tanker headed for the Canal Zone; and she reached Coco Solo on the 25th. After discharging her cargo, she transited the Panama Canal and reported for duty to Squadron 8, Service Force, Pacific Fleet. She sailed for San Diego, Calif., and arrived at that port on 12 October. After minor voyage repairs, the tanker shaped a course for Hawaii.

Ammonusuc arrived at Pearl Harbor on 6 November and, shortly thereafter, made a voyage to Johnston Island to carry several thousand barrels of aviation gasoline to facilities ashore there. She unloaded the cargo at Johnston Island and then returned to Hawaii in December. On the last day of 1944, the tanker sailed in a convoy for the Mariana Islands. Following stops at Kwajalein and Eniwetok, the tanker reached Saipan on 11 February 1945. During the next seven months, she shuttled between Saipan and Iwo Jima delivering fuel oil and aviation gasoline in support of Army Air Force operations on that island.

Following the end of the fighting in mid-August, *Ammonusuc* carried medical supplies and other stores to working parties at Chichi Jima. She arrived back at Saipan on 8 January 1946. After repair work, she got underway for the west coast of the United States and reached San Francisco, Calif., on 8 March. The vessel then entered the shipyard at Colbert Boat Works, Stockton, Calif., for further repairs. Upon the completion of dock trials, she departed San Francisco Bay on 17 April in a convoy bound for the Canal Zone.

Ammonusuc arrived at Balboa on 5 May, retransited the Panama Canal, and steamed independently toward New Orleans, La. She reached that port on 14 May and transferred her ammunition and stores ashore to the naval ammunition depot. After a period of final preparations, *Ammonusuc* was decommissioned at New Orleans on 4 June 1946, and her name was struck from

the Navy list on 23 April 1947. The ship was transferred to the Maritime Commission on 9 March 1948, was sold later that same year, and was refitted for service as a merchant vessel.

Ampere

A unit of measure for the strength of an electric current. The ampere is named for Andre Marie Ampere who established the relationship between electricity and magnetism.

(YDG-11: dp. 625; l. 184'9"; b. 33'0"; dr. 9'0"; s. 14 k.; cpl. 68; a. 1 3')

Drake (AM-359)—an *Admirable*-class minesweeper—was laid down on 24 November 1943 at Portland, Oreg., by the Willamette Iron & Steel Corp. and launched on 12 August 1944. On 20 April 1945, her name was cancelled, and she was redesignated a degaussing vessel, *YDG-11*. The ship was placed in service on 15 August 1945, the day after Japan capitulated.

Due to the cessation of hostilities, *YDG-11* saw little or no active service before being berthed with the Pacific Reserve Fleet at San Diego, Calif. She was retained on an inactive, in service, status until the winter of 1946 and 1947 when she was placed out of service, in reserve. On 1 November 1947, she was redesignated *ADG-11*. The ship remained inactive until July 1951 when she was again placed in service. Assigned to the Far East, *ADG-11* was based at Yokosuka, Japan, until sometime in 1954. After that, her home port was Sasebo, Japan. On 1 February 1955, she was named *Ampere*. The ship was placed out of service in February 1957. She remained in reserve in the Far East until the summer of 1961 when the decision was made to dispose of her. Her name was struck from the Navy list on 1 July 1961, and she was sold on 21 June 1962 to the Philippine President Lines, of Manila.

Amphetrile

Amphetrile was an erroneous rendering of *Amphitheatre* (q.v.).

Amphion

In Greek mythology—a son of Zeus and Antiope—joined his twin brother, Zethus, in capturing Thebes. They then fortified the city by the labor-saving and melodious—not to mention novel—method of charming the stones into place with a lyre.

I

(ScStr: dp. 18,000 l. 447'0"; b. 54.3'; dr. 30' (aft); s. 12 k.; cpl. 85; a. none)

The twin-screw, steel-hulled passenger and cargo steamer *Köln* was built during 1898 and 1899 at Geestemunde, Germany, by the J. C. Tecklenborg Aktiengesellschaft for the North German Lloyd steamship line, and operated by the latter firm into 1914. Interned in American waters at the start of World War I, she was seized at Boston upon the entrance of the United States into hostilities on 6 April 1917. Renamed *Amphion*, she operated as an American Army transport through the end of the war, carrying troops to Europe.

Transferred to the Navy's Cruiser Transport Force in the spring of 1919, *Amphion* was given the identification number (Id. No.) 1888 and was commissioned on 12 April 1919 at Hoboken, N.J., Lt. Comdr. David R. Fleming, USNR, in command. Between 21 May and 3 September 1919, *Amphion* journeyed thrice to France—twice to St. Nazaire and once to Brest—bringing home 6,410 American troops. Decommissioned at Brooklyn, N.Y., on 27 September 1919, *Amphion* was turned over to the United States Shipping Board (USSB) for disposition; and her name was simultaneously stricken from the Naval list. In January 1924, she was sold by the USSB for scrapping.

II

(AR-13: dp. 17,600 (f.); l. 492'; b. 69'6"; dr. 26'6" (max.); s. 16.5 k.; cpl. 921; a. 2 5", 8 40mm., 22 20mm.; cl. *Amphion*)



Amphion (AR-13), at anchor in Caribbean waters, circa 1960. (NH 96656)

The second *Amphion* (AR-13) was laid down on 20 September 1944 at Tampa, Fla., by the Tampa Shipbuilding Co., Inc.; launched on 15 May 1945; sponsored by Mrs. Howard D. Orem, the wife of Capt. Howard D. Orem, the aide and flag secretary to Admiral Ernest J. King; and commissioned at her builder's yard on 30 January 1946, Capt. Noble W. Abrahams in command.

Designed and built to carry out a primary mission of making emergency and routine repairs to ships of the fleet during periods of technical availability, *Amphion* was equipped with a wide variety of repair shops: shipfitter, carpentry, pipe and copper, sheet metal, welding, canvas, watch, optical, foundry—in short, facilities that employed skilled artificers capable of repairing hardware from precision watches to heavy machinery and hulls. "These shops are limited in what they can do," boasts an early history of *Amphion*, "only by the size of their equipment." Her modern engineering plant could generate enough electricity for not only herself but ships moored alongside undergoing repairs. Her distilling plant could produce water for herself and for other vessels.

Following shakedown in the Chesapeake Bay area and availability at her builder's yard, *Amphion* joined the Atlantic Fleet's service force and was homeported at Norfolk, Va. Operating at and out of Norfolk and Newport, R.I., for the first decade of her service, she provided her vital repair services principally on the east coast of the United States. She also deployed to Bermuda on occasion, as well as to bases in Newfoundland and the Caribbean, carrying out port visits to such places as Ciudad Trujillo, the Dominican Republic; San Juan, Puerto Rico; and St. Thomas, Virgin Islands.

During the summers of 1957 and 1958 *Amphion* deployed to the Mediterranean, servicing ships of the 6th Fleet and visiting ports in France, Greece, Crete, Sicily, and the Balearic Islands. Through the 1960s she operated along the Atlantic coast of the United States. In 1965, she supported naval contingency operations off the Dominican Republic; and, in 1968, she visited ports in Scotland and England.

Amphion departed Norfolk for the last time under the stars and stripes on 18 August 1971. After visiting Recife, Brazil (29 to 31 August), and Mombasa, Kenya (18 to 22 September), the repair ship reached her destination, Bandar Abbas, Iran, on 28 September. Decommissioned on 2 October 1971, *Amphion* was turned over to the Imperial Iranian Navy on that day. Renamed *Chah Bahar* to honor an Iranian port on the Gulf of Oman, the ship was first commanded in Iranian service by Lt. Comdr. Arabshahi and based at Bandar Abbas. Purchased outright on 1

March 1977, *Amphion*'s name was stricken from the Navy list. *Chah Bahar* remained in service with the Iranian Navy into 1985.

Amphitheatre

(Sch: a. carronades and swivels)

The schooner *Experiment* captured the schooner *Amphitheatre* on 4 February 1800 off the western end of the island of Hispaniola (i.e. near present-day Haiti). The prize—also known variously as *Amphetrite*, *Amphitheater*, and *Amphitrite*—was apparently a neutral vessel engaged in what the American consul general at Santo Domingo, Mr. Edward Stevens, called "... an illicit Trade ..." a reference to commerce with those portions of the island under the control of André Rigaud, a rival to Toussaint L'Ouverture whom the United States regarded as the leader of the *de facto* government of what became known as Haiti. The isolation of that French colony, a result of France's preoccupation with survival during the Wars of the French Revolution, and the attendant political and social instability had spawned a slave rebellion. After the overthrow of French authority, the revolt disintegrated into several factions, and civil war ensued. The resulting political chaos offered rich opportunities to privateers operating with commissions of dubious legality.

Taken as a prize in the Navy's campaign to protect American mercantile shipping from those enterprising individuals, *Amphitheatre* helped the Navy to prosecute that campaign during the brief term of her career. Though not condemned formally by a prize court at that time, she was armed and taken into service as a tender to the squadron flagship *Constitution*. Lt. David Porter, father of Admiral David Dixon Porter and guardian to Admiral David Glasgow Farragut, received the appointment to command the schooner. Her duty as a tender to *Constitution* lasted for about five months. During that time, she served to extend the frigate's power into shallow water areas where the larger warship could not go.

In the course of her brief service with the United States Navy, *Amphitheatre* even managed to capture a prize of her own. On 9 May 1800, while extending *Constitution*'s reach into a small bay in the lee of Cape François, Haiti, she spied a suspicious aggregation of vessels composed of a brig, a schooner, and a barge. Reinforced by a party of marines and four boats from *Constitution*, *Amphitheatre* moved in on them, and a running fight ensued.

The schooner ran ashore, and her crew abandoned her, while the barge made good its escape. The brig turned out to be the American merchant ship *Nymph* out of Newburyport captured recently by the beached schooner, the three-gun French privateer *Esther*. *Amphitheatre* returned to *Constitution* with her French prize and the restored American merchantman.

Amphitheatre served with *Constitution* until late in June. On the 25th, she parted company with the frigate and set a course for Philadelphia, Pa. The schooner reached her destination on 22 July 1800. Brought before a prize court, she was condemned as a lawful prize and sold at auction on 19 August 1800 for \$1,550.00. Though she was libelled, condemned, and sold at auction, *Amphitheatre*'s neutral character and the impropriety of her capture were borne out in 1802 when the circuit court of Pennsylvania awarded a judgement of \$7,040.55 in damages against the United States Government to her owner, a Mr. Paolo Paoly.

Amphitrite

In Greek mythology, *Amphitrite* was the wife of Neptune and the daughter of Oceanus.

Amphitrite was an erroneous rendering of the name *Amphitheatre* (q.v.).

I

Tonawanda (q.v.), a double-turreted monitor commissioned just after the end of the Civil War, was renamed *Amphitrite* on 15 June 1889.

II

(Mon. dp. 3,990; l. 262'9"; b. 55'10"; dr. 14'6"; s. 10.5 k.; cpl. 171; a. 4 10", 2 4", 2 6-pdrs., 2 3-pdrs., 2 37mm. Hotchkiss, 7 1-pdrs., 1 Colt mg.; cl. *Amphitrite*)

The second *Amphitrite*—an iron-hulled, twin-screw coastal defense monitor—was laid down in 1874 at Wilmington, Del., by the Harlan and Hollingsworth yard; launched on 7 June 1883; sponsored by Miss Nellie Benson, the daughter of a Harlan and Hollingsworth official; and commissioned at the Norfolk Navy Yard, Portsmouth, Va., on 23 April 1895, Capt. William C. Wise in command.

During the course of the late spring and summer, the monitor, assigned to the North Atlantic Squadron, visited eastern seaboard ports: Savannah, Ga. (17 to 23 May 1895), Port Royal, S.C., (23 May to 8 June), Brunswick, Ga. (23 to 28 July), Southport, N.C., (2 to 10 August) and a return visit to Port Royal (12 to 20 August), interspersing these port visits with operations out of Hampton Roads and Chesapeake Bay. Early in the course of this period of operations, the combination of defects in the design of monitors in general (inadequate ventilation for engine room forces, particularly) and the summer heat produced hellish conditions on board *Amphitrite*, in some cases actually felling members of the "black gang" who had to carry out their tasks in the ship's engine and fire rooms.

Following post-shakedown repairs and alterations at Norfolk, *Amphitrite* sailed on 20 November 1895 for Annapolis, Md., arriving there on the following day. Dropping down to the York River and Lynnhaven Bay soon thereafter, the monitor conducted target practice at Hampton Roads before returning to Norfolk. She then proceeded south from Norfolk on 13 December 1895 for the lower eastern seaboard. She visited Charleston en route, and reached Key West on 9 January 1896. She remained at Key West, drilling naval militia, for six months, departing the Florida port on 10 June for a succession of ports, Brunswick, Savannah, and Southport, ultimately arriving back at Norfolk on 29 June. She served on naval militia instruction at Norfolk until 9 July, when she accompanied the Atlantic Squadron on drills off Tolchester Beach, Md. She spent the next several months operating between Norfolk, Charleston, and Tompkinsville, Staten Island, into early May of 1897. While operating out of Charleston between February and April 1897, she conducted underway training on the average of three days per month.

Detached from the Atlantic Squadron on 7 May 1897, *Amphitrite* served as a training ship for the instruction of gun captains. As such, she was apparently placed in ordinary at Norfolk, since she was not recommissioned until 2 October 1897, with Capt. Charles J. Barclay in command. The men she placed in service soon proved to be invaluable in the war with Spain. Some 45 trained gun captains "who had received exact training fit to match the modern gun," gave a "good account of themselves" in action against Spanish ships. Clearing Hampton Roads on 5 October, the monitor visited New Bedford, Mass., from 7 to 23 October, and Tompkinsville from 24 October to 12 November, before she returned south, to Lambert's Point, Virginia, arriving on 14 November.

Clearing Hampton Roads on 16 November, *Amphitrite* reached Port Royal on 19 November, and remained there for over a



Amphitrite at the Boston Navy Yard, sometime during the 1890's. (NH 58949)

month. After visiting Charleston from 23 December 1897 to 1 January 1898, she then returned to Port Royal, remaining there for over three months.

In February 1898, tensions between the United States and Spain served as the backdrop for the explosion, in Havana Harbor, of the battleship *Maine*. As the United States and Spain moved toward war, a flurry of orders began deploying the Navy to be ready for hostilities. *Amphitrite* sailed from Port Royal on 5 April, and arrived at Key West on the 8th. She remained there until the 22d, before she operated from that place from 22 to 27 April. She was at sea when the United States declared war on Spain.

On 1 May, *Amphitrite* and her sister ship *Terror* departed Key West, and shortly thereafter joined Admiral William T. Sampson's fleet on the way east from its cruise off the coast of Cuba in search of Admiral Cervera's squadron. Owing to the fact that the monitors could not carry large amounts of coal, Sampson directed that the monitors be towed by the heavier ships. *Iowa* drew *Amphitrite*, a task recalled with little affection by the former's commanding officer, Capt. Robley D. Evans, in his autobiography: "When we reached the rendezvous, late in the evening, we found there, among other ships, two monitors—the *Terror* and the *Amphitrite*. . . I was directed to tow the *Amphitrite* with the *Iowa*. The sea was very smooth, and we were soon pulling her along at nine knots, but before the job was finished I wished I had never seen a monitor. When once out from the protection of the shoals the sea began to rise, and soon everything in the way of towlines had been parted, and it was only when we slowed down to seven knots or less that we could make anything hold. We found ourselves in the open sea looking for an enemy who could steam at the speed of sixteen to eighteen knots while we could barely maintain seven. The prospect of catching him was not very bright. However, we were doing our best with the tools the Government had given us to work with . . ." After "many vexatious delays," Evans writes, the American ships arrived off their destination, San Juan, Puerto Rico, on the afternoon of the 11th.

On the morning of 12 May, *Amphitrite* was assigned to the 1st division, and steamed sixth in column as Sampson's ships stood toward San Juan. The admiral had seen that there were no Spanish ships in harbor—the object of his cruise—but decided to attack the defenses of the port, to "develop their defenses and strength" and then turn to the westward to continue the hunt. Beneath fair skies, the American ships stood through the long swells toward their objective.

Calling "all hands" at 0400 to complete preparations for action, the ships went to general quarters an hour later. *Iowa* began the action at 0516 with her forward 6-pounders. For two and a half hours, the ships bombarded the Spanish positions at San Juan. *Amphitrite* hurled 17 10-inch shells shoreward, as well as 30 4-inch shells, 30 3-pounders and 22 6-pounders in the course of the action. The blast from the ship's 10-inch guns destroyed the gig and railings on the superstructure, and other items of minor damage which did not "destroy in any degree the efficiency of the vessel." The chronic bugbear of the ship, poor ventilation, afflicted the ship in the course of the action, when a gunner's mate on duty in the after turret died from the heat. *Amphitrite's* Capt. Barclay commented on the lamentable conditions in his after-action report, pointing out that when the ship was closed up at action stations, the "utter lack of ventilation below . . ." produced "heat so intense as to render it almost impossible for men stationed there to remain at their posts."

Toward the end of the action, *Amphitrite* lost the services of half of her main battery, when an armored hose on the exhaust pipe of the after turret burst, disabling it "at a moment when it could have rendered very efficient service." The monitor had sent the signal to the flagship that her after turret had been disabled, at 1912; at 1945 *Iowa* sounded "secure."

Sampson's fleet then formed column to the northwest and retired. *Amphitrite* returned to Key West, her base of operations, on 19 May, and remained there until the 24th. Over the next two and a half months, *Amphitrite* operated out of Key West on blockade duty, expanding her area of operations to include waters off Cape Haitien, Haiti, in late July, shortly before she shifted to Cape San Juan, Puerto Rico, on 2 August for a stay of over two weeks' duration.

At 1900 on 6 August 1898, a party of officers and men under Ens. K. M. Bennett left the ship to reoccupy the lighthouse at Cape San Juan. About an hour before midnight on the 8th, a

large Spanish force attacked the lighthouse, but the Americans drove them off.

A relief party from *Amphitrite* landed on the morning of the 9th; 60 women and children were then sent out to the tug *Leyden*. Atwater then closed the lighthouse and left the flag flying, and returned to the ship.

Amphitrite departed Cape San Juan on 18 August for Guanica, Puerto Rico, arriving the following day, and lingered there until 31 August, on which day she sailed for Mole St. Nicholas, Haiti. Proceeding thence to Hampton Roads, she arrived there on 20 September. Departing that port six days later, *Amphitrite* moved up to Boston, where she remained from 29 September 1898 to 25 February 1899.

For the next few months, *Amphitrite* operated off the eastern seaboard of the United States, off Sandy Hook, out of Hampton Roads, and out of Port Royal before she returned to Hampton Roads from 21 to 30 May 1899 for gunnery instruction. She subsequently visited Philadelphia, Newport, R. I., and New Bedford.

Owing to her light draft and steady platform, *Amphitrite* was deemed well adapted for gunnery work, and received on board two classes a year consisting of 60 men. From 1 July to 4 October 1899, the monitor carried out gunnery instruction out of New Bedford, and on 12 October sailed for the New York Navy Yard for necessary repairs. Upon completion of this yard period, *Amphitrite* sailed for Port Royal on 3 December, stopping en route at Norfolk for coal and ammunition. Arriving at her destination on 9 December, she commenced her gunnery training course nine days later. On 17 January 1900, the tug *Chickasaw* was turned over to *Amphitrite* and fitted with a battery of one 6-pounder and one one-pounder; for the remainder of the course, the tug proved a valuable adjunct to the monitor, serving as an "economical, handy, and effective moving platform" for moving subcaliber practice. *Amphitrite* completed her work at Port Royal on 19 April and proceeded north, accompanied by *Chickasaw*, stopping at Norfolk en route, and reached Tompkinsville on 9 May, proceeding thence to New Bedford, arriving there on 14 June. The tug *Osceola* subsequently replaced *Chickasaw* as *Amphitrite's* tender, joining the monitor off New Bedford on 25 June 1900.

Amphitrite carried out her gunnery training until departing New Bedford on 5 October for the Boston Navy Yard, where she underwent repairs from 7 October to 14 November. Receiving drafts of men for gunnery class at Tompkinsville and Norfolk, the monitor proceeded back to Port Royal, arriving there on 29 November. Outside of a brief port visit to Brunswick, Ga., between 28 January and 6 February 1901, *Amphitrite* remained at Port Royal until 10 May, when she sailed for Norfolk and Tompkinsville, arriving at the latter on 3 June, en route back to her ultimate destination of New Bedford. *Amphitrite* continued the important work of training gun captains through the summer and into the fall. Deemed in need of a general overhaul, *Amphitrite* was placed out of commission at the Boston Navy Yard on 30 November 1901.

Recommissioned at Boston on 1 December 1902, Lt. Comdr. Edwin H. Tellman in command, *Amphitrite* was ordered to the Naval Training Station at Newport, for duty, on 10 January 1903. She served there until early in 1904, when she was sent to Guantanamo Bay, Cuba, for duty as station ship. She performed this duty until detached on 19 June 1907, and was placed out of commission at League Island (Philadelphia) on 3 August 1907.

Placed in commission, in reserve, on 14 June 1910, *Amphitrite* was assigned to duty, training reservists, at St. Louis, Missouri, under the command of Chief Boatswain Patrick Shanahan, a duty she performed until assigned to training reservists at New Orleans, La., on 12 May 1912. Detached from this duty four years later, on 12 May 1916, the ship then proceeded to New Haven, Conn., for assignment with the naval militia of the state of Connecticut.

Amphitrite cleared Bridgeport, Conn., on 2 February 1917 for repairs and alterations at the New York Navy Yard, arriving the following day. On 17 February, the ship departed the yard and stood down river to the Narrows, near Rosebank, Staten Island, N. Y., for work on the submarine net in company with three tugs, *Hudson*, *W. J. Conway*, and *Lizzie D.*, and Navy lighters *Victor*, *Transport*, and the tug *S. W. Holbrook*. Later, in company with *M. M. Millard*, *George T. Kirkham*, and *John Nichols*, she continued her work laying the net off Rosebank.

After further repairs at the Navy Yard from 2 to 17 March,

Amphitrite resumed duty with the Naval Militia of Connecticut, arriving at New Haven on 18 March. She carried out this training duty, with drafts of men from Yale and Harvard for instruction in ordnance, signalling, and seamanship, into early April. With the entry of the United States into World War I at that time, *Amphitrite* departed New Haven on 7 April for the New York Navy Yard and repairs and alterations. She returned to Rosebank to guard the nets on 15 April. She was assigned to the 3d Naval District on 27 April 1917.

Assigned the duty of examining all ships entering or leaving New York harbor (except Army or Navy ships which identified themselves by exchange of signals), *Amphitrite* also received all reports of submarine activity with the waters off the district. At night, she trained her searchlights on the nets at regular intervals or to allow passage of authorized vessels. Such duty was not without hazard.

At 1916 on 13 June 1917, the steamship *Manchuria* was standing out of New York Harbor in a thick fog and collided with *Amphitrite*, suffering damage below the waterline. Attempting to clear, *Manchuria* scraped the guardship's bow, and her propeller strut fouled her cable, holding her fast for 20 minutes. *Manchuria* lowered her boats and abandoned ship; two section patrol boats and a motor sailer stood by and took life boats in tow. Ultimately, *Manchuria* was towed and beached off Tompkinsville, while *Amphitrite* continued her net-tending duties.

On 26 October, the guardship proceeded to the New York Navy Yard for repairs, remaining there until 20 November, when she returned to her station at Rosebank. She was carrying out her duties there when, on 14 December 1917, the British steamship *British Isles* collided with her during a heavy snow squall, doing not only considerable damage to *Amphitrite* but to the torpedo nets at the Narrows as well.

Following repairs, *Amphitrite* remained on duty at Rosebank, interspersing guardship duties with upkeep and repairs at the New York Navy Yard, into October 1918. Leaving New York on 24 October for Hampton Roads, *Amphitrite* carried out standardization runs and target practice at Tangier Sound in late October and the first week of November; on 8 November, she left Tangier Sound, via Hampton Roads, for Rosebank. She arrived back at Staten Island on 11 November 1918, the day the war ended in Europe with the armistice. Ultimately, *Amphitrite* left New York for Philadelphia on 30 April 1919, arriving on 1 May.

Amphitrite was decommissioned at the Philadelphia Navy Yard on 31 May 1919 and stricken from the Navy list on 24 July 1919. On 3 January 1920, she was sold to A. L. D. Bucksten of Elizabeth City, N.C..

Stripped of her turrets and superstructure, the ship was towed to Beaufort, S.C., where she was used as a floating hotel. She was subsequently towed to Florida for the same purpose, and it was rumored that "a certain amount of fashionable gambling was carried out on board." Notorious gangster Al Capone was rumored to have been interested in the erstwhile warship.

Chartered by the government in 1943, the venerable craft was towed via inland waters to Elizabeth City, where she provided housing facilities for the workers building a new naval air station there. Following the war she lay alongside a wharf at Georgetown, S.C., whence she was towed to Baltimore, Md., in the spring of 1950. She was placed into a slip dredged into the bank at Sandy Point, near where the new Chesapeake Bay Bridge was to be built, but business for a floating restaurant and hotel proved slow and she was sold again in the spring of 1951, and was taken to Baltimore. Plans to refit the ship for work supporting oil exploration in the Venezuelan oil fields came to naught, and the ship was sold to the Patapsco Steel Corp., Fairfield, Md. By the spring of 1952, the scrapping had been completed.

III

(ARL-29: dp. 3,960 (tl.); l. 328'0"; b. 50'0"; dr. 11'2" (lim.); s. 11.6 k. (tl.); cpl. 253; a. 1 3", 8 40mm.; cl. *Achelous*)

The third *Amphitrite* (ARL-29) was laid down on 6 November 1944 at Seneca, Ill., by the Chicago Bridge & Iron Works; launched on 1 February 1945; sponsored by Miss Lillie Williams Kidd; placed in reduced commission on 13 February 1945 for the voyage to Baltimore, Md., where she was to be converted from a tank landing ship to a landing craft repair ship; decommissioned in Baltimore on 3 March 1945; converted by Bethlehem Steel's

Key Highway Shipyard, and placed in full commission on 28 June 1945, Lt. Thomas S. Medford, USNR, in command.

Following a fortnight's shakedown training in Chesapeake Bay, she put to sea on 8 August 1945. She reached the Panama Canal on the 18th and arrived in Pearl Harbor on 27 September. Continuing across the Pacific with Task Unit (TU) 13.11.97, she reported to her first duty station, Buckner Bay, Okinawa, in October. The landing craft repair ship performed a myriad of repair duties there until mid-March 1946 when she was transferred to Apra Harbor, Guam. The vessel departed Guam on 9 June 1946, bound for China. *Amphitrite* arrived at Tsingtao on 19 June, discharged much of her cargo there, and took on many replacement crewmen. She then settled into a repair routine in the inner harbor at Tsingtao.

The ship remained in Tsingtao—save for a round-trip voyage in July during which she towed *APL-29* to Sasebo, Japan—until 24 September. On that day, the landing craft repair ship weighed anchor for Shanghai. She resumed her repair duties at that port until sometime in November when she got underway to return to the United States. She was placed out of commission at San Diego on 1 January 1947 and was berthed with that portion of the Pacific Reserve Fleet located there. *Amphitrite* remained in reserve until her name was struck from the Navy list on 1 July 1961. On 16 April 1962, she was sold to River Equipment, Inc., of Memphis, Tenn., for scrapping.

Amsterdam

A manufacturing city located in eastern New York, 28 miles northwest of Albany.

Amsterdam (CL-59)—whose name was personally chosen by President Franklin D. Roosevelt on 2 August 1940 for this projected *Cleveland*-class light cruiser—was laid down on 1 May 1941 at Camden, N.J., by the New York Shipbuilding Corp. However, prior to her completion, the warship was converted to an aircraft carrier; renamed *Independence* (CV-22) (q.v.) on 12 February 1942; and was launched under the new name on 22 August 1942.

I

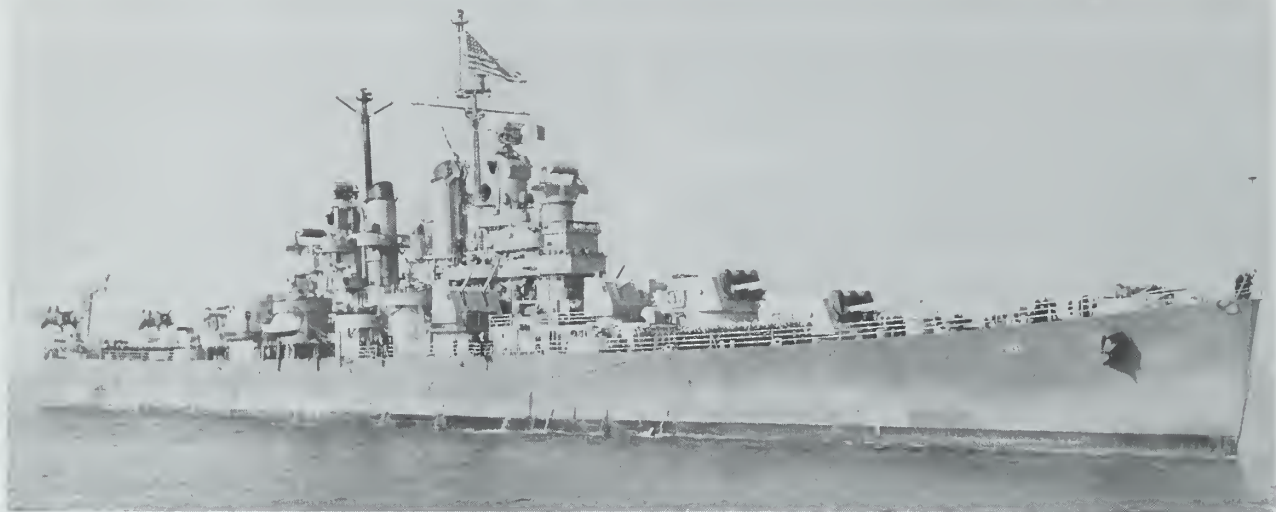
(CL-101: dp. 10,000; l. 610'1"; b. 66'4"; dr. 24'; s. 31.6 k.; cpl. 1,426; a. 12 6", 12 5", 28 40mm., 10 20mm.; cl. *Cleveland*)

Amsterdam (CL-101) was laid down on 3 March 1943 at Newport News, Va., by the Newport News Shipbuilding and Drydock Co.; launched on 25 April 1944, sponsored by Mrs. William E. Hasenfuss, the first "Gold Star Mother" of Amsterdam, N.Y., who had lost a son in the Japanese attack on Pearl Harbor on 7 December 1941; and commissioned at the Norfolk Navy Yard, Portsmouth, Va., on 8 January 1945, Capt. Andrew P. Lawton in command.

After final fitting out at Norfolk, the light cruiser got underway on 5 February for shakedown training in the Chesapeake Bay. On 17 February, she stood out from Hampton Roads and headed south for Trinidad, British West Indies, and the second phase of her shakedown cruise. *Amsterdam* operated from Trinidad through 13 March, when she set a course for Norfolk. During the return voyage, she held shore bombardment practice off the island of Culebra and then arrived back at Norfolk on the 20th. Following a short cruise to Cape May, N.J., for gunnery exercises, the ship entered the Norfolk Navy Yard on 24 March for availability.

Amsterdam left the yard on 20 April for training exercises in Chesapeake Bay and, four days later, sailed for the Caribbean. She held training exercises off Culebra and at Guantanamo Bay, Cuba, and then proceeded to the Panama Canal which she transited on 5 May. The warship reached Pearl Harbor on 18 May and, during her stay in Hawaiian waters, carried out numerous gunnery and tactical exercises.

On 9 June, the cruiser set a course for Leyte, Philippine Islands. Upon her arrival in San Pedro Bay on the 21st, she reported to the 3d Fleet for duty. After a period of provisioning and refueling, the ship sortied on 1 July with Task Force (TF) 38 to cover air strikes against the Japanese home islands. On 10 July, the force's planes began a series of raids on Japanese



Amsterdam (CL-101), flying a large ensign at the fore, arrives off the Naval Air Station at Astoria, Oreg., 14 October 1945. Note the ship's two-tone color scheme and Curtiss SC-1 "Seahawk" floatplanes, aft. (80-G-391152)

airfields, factories, and shipping. During these actions, *Amsterdam* protected the carriers from attack by enemy air or surface forces. Among the cities the task force attacked were Tokyo, Kure, Kobe, and Osaka. On 15 August, TF 38 was preparing to launch another attack on Tokyo when its ships received word of Japan's capitulation.

During the next few weeks, *Amsterdam* remained in waters off the east coast of Honshu guarding against possible Japanese aggression during armistice negotiations. She steamed into Tokyo Bay on 5 September and remained there through the 20th and then shaped a course for the United States. After brief layovers at Buckner Bay, Okinawa, and Pearl Harbor to take on personnel for transportation to the United States, the cruiser arrived at Portland, Oreg., on 15 October and remained at that port for a fortnight to participate in Navy Day ceremonies. On the 29th, she got underway for San Pedro, Calif.

The ship reached San Pedro on 1 November. After a period of leave and upkeep, the cruiser left the west coast on 19 November bound for Pearl Harbor. She touched there on the 25th and took on personnel and equipment for transportation to the west coast. The cruiser set sail again on 12 December, arrived back at San Pedro on the 18th, and rode at anchor there into early 1946. On 21 January, she got underway for San Francisco. Shortly after her arrival, her crew began work to prepare the ship for inactivation and entry into the Pacific Reserve Fleet. She was decommissioned on 30 June 1947 and was laid up at San Francisco. *Amsterdam's* name was struck from the Navy list on 2 January 1971, and the vessel was sold on 11 February 1972 to National Metal & Steel Corp., Terminal Island, Calif., and later scrapped.

Amsterdam earned one battle star for her World War II service.

Amycus

A son of the Greek sea god, Poseidon, and the Bethynian nymph Melia. Amycus was a famous boxer and ruled the Bebryces. When the Argonauts landed on his shores, he offered to fight their bravest warrior. Polydeuces accepted the challenge and killed Amycus in the ensuing match. The laurel which grew on his tomb would cause quarreling among the crew of any ship which carried a sprig, and harmony could not be restored until all traces of the plant had been cast overboard.

(ARL-2: dp. 4,100; l. 328'; b. 50'; dr. 11'2"; s. 11.6 k.; cpl. 255; a. 1 3", 8 40mm., 8 20mm., 1 .30-cal. mg.; cl. *Achelous*)

Originally projected as *LST-489*, this ship was redesignated ARL-2 and named *Amycus* on 13 January 1943. She was laid

down on 17 January 1943 at Richmond, Calif., by the Kaiser Co., Inc.; launched on 2 April 1943; delivered on 3 June 1943 to the Matson Navigation Co., San Francisco, Calif., for conversion to a landing craft repair ship; and commissioned on 30 July 1943, Lt. John J. Reidy, Jr., in command.

The landing craft repair ship conducted shakedown training along the California coast before departing San Diego, Calif., on 20 September 1943 and heading for the South Pacific to join the Service Forces of the 7th Fleet. She made port calls at Pago Pago, American Samoa; Noumea, New Caledonia; Brisbane and Port Townsville, Australia; and Milne Bay, New Guinea. On 29 November, the vessel arrived at Buna, New Guinea, where she joined Task Force 76. She remained at Buna until late April 1944 servicing and repairing small escort vessels and landing boats.

On 25 April 1944, *Amycus* got underway for Cape Cretin, New Guinea, where she joined a convoy bound for Hollandia, New Guinea. She reached that base on 3 May and assumed duty as a repair ship and the flagship of the landing craft control officer. The ship remained in Humboldt Bay through the summer and autumn carrying out repair and tender services for various landing craft. On 20 December, *Amycus* left Hollandia and proceeded to Seeadler Harbor, Manus Island. Seven days later, she sortied with a task group destined to take part in the Lingayen Gulf landings. As her convoy crossed the South China Sea, there were numerous air raid alerts, but only one attack materialized. On 7 January 1945, two enemy planes came in low to attack. One was shot down by a screening vessel, and the other broke off her approach and escaped undamaged.

Amycus anchored in Lingayen Gulf on 9 January, and the bombardment of the Luzon beaches began at 0700 that day. Shortly thereafter, the ship began repairing battle-damaged landing craft. During the Allied assault, *Amycus* fired intermittently at enemy aircraft. While at anchor on 28 January, a friendly plane accidentally jettisoned a bomb which exploded about 60 feet off her port quarter. Shrapnel from the explosion killed three and wounded nine crew members and caused minor damage to the repair ship's hull.

Amycus remained in Lingayen Gulf through 26 June when she sailed for Subic Bay, Philippine Islands. Upon her arrival there, the ship operated under Service Squadron 3 at the naval base at Subic Bay. The end of the war in the Pacific in August found *Amycus* still providing services at Subic Bay. She remained there until 27 October when she shaped a course for the United States. The ship reached San Francisco on 30 November 1945 and later steamed to Portland, Oreg. Decommissioned on 15 November 1946, she joined the Pacific Reserve Fleet in the Columbia River. Her name was struck from the Navy list on 1 June 1970. She was sold for scrapping on 13 August 1971 to Zidell Explorations, Inc., Portland, Oreg.

Amycus earned two battle stars for her World War II service.



Anacapa (AG-49) enters the floating drydock ARD-13, 10 February 1945, at Ulithi, to receive repairs to her rudder and stern tube, in what appears to be rather battered pattern camouflage. Note the hinged flaps just aft of the anchor—a reminder of her previous career as a “Q-ship.” (80-G-355446)

Anacapa

An island off the coast of California.

(AG-49: dp. 7,420; l. 335'3"; b. 49'10"; dr. 20'5"; s. 8 k.; cpl. 155; a. 4 3", 5 20mm.)

Coos Bay was built in 1919 at Wilmington, Del., by the Pusey & Jones Corp.; operated as a lumber ship by the Coos Bay Lumber Co., San Francisco, Calif.; acquired by the Navy on 20 June 1942; converted at the Naval Repair Base, San Diego, Calif., for naval service as a “Q-ship”; and placed in commission as *Anacapa* (AG-49) on 31 August 1942, Lt. Comdr. A. M. Wright in command.

Anacapa was converted under a secret plan known as Project “Love William.” According to this guideline, the ship would appear to be a merchant vessel while actually concealing a battery of guns capable of outfiring enemy submarines. Her original deck house was unchanged, and two more were added aft and amidships. Each housed 4-inch guns. On each side of the bow, plates were removed and replaced by flaps so that two 3-inch guns concealed below deck could train either to port or starboard. Y-guns for firing depth charges were installed out of sight and

special clearance was provided in the shaft alley so that vast amounts of ammunition could be stowed, and gun crews might remain in hiding until prearranged plans sent them into action.

Although the ship was manned by Navy personnel, all members of her crew carried merchant marine papers and wore clothing typical of the merchant seamen which might be seen on board a lumber ship. Following her commissioning, *Anacapa* cruised off the west coast acting as a decoy to attract enemy submarine attack. In addition to this duty, she also acted as a weather station ship, an aircraft guard, a target ship, an ocean going tug, and a cargo carrier.

Anacapa ranged as far north as the Aleutians and as far south as Mexico in her attempt to draw out enemy submarines. On her southbound voyages, she would carry lumber piled high along her gunwales to give the appearance of a heavy load. When returning northward, the lumber would be removed and covered with canvas while empty oil drums were stacked flush to the rails so that observers would assume she had discharged the lumber and was heading back with a different cargo.

Her patrols passed uneventfully until 5 October 1943, when *Anacapa* rescued 38 survivors of the torpedoed tanker *Larry Doheny* off Cape Mendocino, Calif. Later that month, she was

released from duty as a "Q-ship" and became a weather ship on the convoy route between San Diego and Pearl Harbor. She later carried out the same assignment in the Ellice Islands.

Anacapa was next utilized as an interisland cargo transport in the Pacific. Among her regular ports of call were Tarawa, Gilbert Islands; Saipan and Guam, Mariana Islands; Kwajalein, Eniwetok, and Majuro, Marshall Islands; Peleliu, Palau Islands; and Ulithi, Caroline Islands. This service continued through early May 1945. The ship reported to Dutch Harbor, Alaska, on 10 May and operated out of that port among the islands of the Aleutians chain through the end of the war with Japan in August. On 6 October, *Anacapa* set sail from Kodiak, Alaska, bound for home.

Anacapa paused at Seattle, Wash., from 13 to 18 October and then continued on to San Francisco. She was decommissioned at the Mare Island Naval Shipyard, Vallejo, Calif., on 21 March 1946. Her name was struck from the Navy list on 12 April 1946, and the vessel was transferred to the Maritime Commission on 12 August 1946. Later that year, she was refitted and saw further service as a merchant ship.

Anacortes

A city in Skagit County in northwestern Washington located on an island in Puget Sound.

(PC-1569: dp. 280; l. 173'8"; b. 23'0"; dr. 10'10"; s. 20.2 k.; cpl. 65; a. 1 3", 1 40mm., 5 20mm., cl. PC-461)

PC-1569 was laid down on 26 September 1944 at Sturgeon Bay, Wis., by the Leathem D. Smith Shipbuilding Co.; launched on 9 December 1944; sponsored by Mrs. Nelle Hines; and commissioned at New Orleans, La., on 14 March 1945, Lt. (jg.) John G. Davidson, USNR, in command.

The submarine chaser put to sea on 29 March for post-commissioning tests and for shakedown training out of Miami, Fla. After some repairs at Miami, she put to sea again on 8 May bound for Key West, Fla., and several days of antisubmarine warfare (ASW) training. *PC-1569* completed that mission on 12 May and set a course for the Panama Canal. She arrived at Coco Solo on 16 May and, two days later, transited the canal. The small warship left Balboa three days later; stopped at San Diego, Calif., from 27 to 30 May; and then headed for the Hawaiian Islands. She reached Pearl Harbor on 6 June and remained there until the 30th when she sailed, via Eniwetok, for the island of Guam. *PC-1569* arrived in Apra Harbor on 15 July and, soon thereafter, began patrolling the Mariana Islands.

That duty lasted through the end of the war in September. On 15 September, the warship departed Guam on her way to the Caroline Islands. She reached Woleai Atoll on 17 September and began superintending the evacuation of Japanese troops and the occupation of the base by American forces. She completed that duty on the 20th, headed back toward Guam, and arrived at Apra Harbor the following day. The subchaser operated out of that port until 10 October when she shaped a course for Okinawa. She stayed at Buckner Bay from 14 to 17 October and then continued on to the coast of China. She remained at Tsingtao only three days, 20 to 22 October, and then shaped a course for the Philippines. She made a two-day stop at Guinan on the island of Samar before heading back toward Guam on 29 October. *PC-1569* arrived in Apra Harbor on 1 November.

For the next six months, the ship continued to visit various ports in the Central Pacific. On 20 November, she departed Guam to escort a convoy of LCT's to sea for a rendezvous with *Forster* (DE-334). Returning to Apra Harbor on the 26th, *PC-1569* remained there until 1 December when she got underway for Marcus Island which she visited from 4 to 18 December. The submarine chaser returned to Guam on the 21st, but put to sea on 10 January 1946 with a Ulithi-bound Coast Guard unit embarked. She delivered her passengers to Ulithi on the 12th and returned to Apra Harbor on the 14th. The subchaser remained in the Marianas for almost two months. She got underway for Iwo Jima on 6 March and stopped over there from 9 to 13 March. The warship made two round-trip voyages carrying cargo and passengers from Iwo Jima to Chichi Jima between 13 and 26 March. On 1 April, she departed the Bonin Islands to return to Guam. *PC-1569* arrived in Apra Harbor on 4 April and remained there until the 20th.

On the latter day, she began the long voyage back to the United States. After stops at Eniwetok Atoll and at Pearl Harbor, she arrived in Astoria, Oreg., on 26 May. She shifted to Portland, Oreg., on the 28th and, on 15 June, began an inactivation overhaul at the Northwest Marine & Iron Works. On 23 July, the submarine chaser was towed back to Astoria where she was placed out of commission on 9 August 1946. The ship remained berthed with the Astoria Group, Pacific Reserve Fleet, for the next 14 years. On 15 February 1956, she was named *Anacortes*. Her name was struck from the Navy list on 1 June 1960, and she was transferred to the Republic of Vietnam on 23 November 1960.

Anacostia

A river formed by the confluence of several small streams in the general vicinity of College Park, Md. The Anacostia flows in a southwesterly direction for some 12 to 15 miles through parts of Maryland and the District of Columbia before entering the Potomac at Haines Point.

I

(ScStr: t. 217; l. 129'; b. 23'; dph. 5'; s. 7.5 k.; cpl. 67; a. 2 9" D. sb.)

The first *Anacostia*—a screw steamer built at Philadelphia in 1856 as *M. W. Chapin*—originally operated out of Middletown, Conn., as a merchant tug. During subsequent service as a canal boat, the vessel caught the eye of the Federal Government which chartered her sometime in September 1858—quite possibly on the 13th of that month—for its forthcoming expedition to South American waters.

The traditionally cordial relations between Paraguay and the United States had soured in the summer and autumn of 1854 when the American consul, Edward A. Hopkins, fell out of the favor of Paraguay's Permanent President, Carlos Antonio Lopez. Their growing animosity prompted the dictator to turn against the continuation of surveying operations—which he had previously heartily endorsed—then being conducted in the tributaries of the Río de la Plata by the American Navy's side-wheel steamer, *Water Witch*.

The hostility reached a climax on 1 February 1855 when Paraguayan batteries at Itapiru—a brick fortress on the northern bank of the Upper Paraná River—opened fire upon that small American warship, hitting her 10 times and killing her helmsman. Prolonged, but fruitless, efforts seeking redress through diplomatic measures ensued. Finally, on 9 September 1858, President James Buchanan turned the matter over to James B. Bowlin, a former congressman from Missouri, and sent him to Paraguay to obtain satisfaction.

To lend credibility and force to Bolin's demands, the President ordered the Navy to establish a force which could compel compliance. However, only a couple of sailing ships were then assigned to the Brazil station; and few light-draft, naval steamers were available elsewhere. To fill this need, the Navy chartered seven steam-propelled merchant ships for the expedition. Among these vessels was *M. W. Chapin* which, like her sisters, had been chosen because of her ability to negotiate shallow, tortuous, and rapidly flowing, waters far from the sea.

The expedition—commanded by Flag Officer William B. Shubrick—departed New York on 17 October; but, for the most part, its 19 ships proceeded southward independently. Under the command of Lt. William Ronckendorff, *M. W. Chapin*—the smallest of the vessels and the last to reach the mouth of the Río de la Plata—arrived at Montevideo, Uruguay, on 29 December. The next day, all but two of the shallow-draft ships began their ascent of the river toward Paraguay. Steam launches manned by volunteers from the deep-draft ships joined them for the voyage upriver. Upon reaching Rosario, *Water Witch* and *Fulton* left their companions behind and continued on to Asuncion with Bowlin and Shubrick. They reached the Paraguayan capital on 25 January 1859. A fortnight's negotiations—aided by the knowledge that the balance of Shubrick's force was nearby ready to launch offensive operations should such measures be needed—resolved the disputes to Bowlin's satisfaction, and the two American steamers headed downriver on 10 February. Meanwhile, *M. W. Chapin* and *Metacomet* had acted as dispatch boats maintain-



Union forces, including *Pawnee*, *Thomas Freeborn* and *Anacostia*, engage Southern batteries at Aquia Creek, on the Potomac River, in this period engraving from *Frank Leslie's Illustrated Newspaper*, 1861. (NH 73736)

ing communications between the large ships at Montevideo and the smaller ones upstream.

Upon the successful completion of their mission to South America, the ships not assigned to the Brazil Squadron returned home where the Navy exercised its purchase option by buying all seven of the chartered steamers. No document giving the exact date of *M. W. Chapin's* transfer of title has been found; but the sale probably took place on, or sometime soon after, 27 May 1859, the day of the ship's last log entry under her original name.

The first volumes of the steamer's logs under the name *Anacostia*—which she received upon becoming Navy property or soon thereafter—have been lost. In any case, we know that the vessel was assigned to the Washington Navy Yard—located on the north bank of the river which gave the ship her Navy name. She was still serving there as a tender when the election of Abraham Lincoln to the Presidency on 6 November 1860 precipitated the secession crisis and set the United States on an inexorable course toward civil war.

A strong air of expectancy in the National Capital is normal during the months between a President's election and his ensuing inauguration. But, in this instance, the withdrawal of cotton-belt states from the Union greatly intensified the customary disquiet and transmuted into it a deep and widespread anxiety concerning the safety of the city.

Washington's location on the river separating the Southern states of Maryland and Virginia prompted fears that Confederate sympathizers might attempt to prevent Lincoln's inauguration and try to take possession of the city. Thus, as early as 8 January 1861, the commandant of the Washington Navy Yard, Capt. Franklin Buchanan, warned Comdr. John A. Dahlgren, the head of the Bureau of Ordnance, that a mob might "... attempt to possess themselves of this yard between now and the 4th of

March next for the purpose of securing the arms and ammunition now in the armory and magazine, to be used in preventing the inauguration of Mr. Lincoln" To prepare to deal with that extremity, or with other similar emergencies which might arise, *Anacostia*—commanded by Lt. Thomas Scott Fillebrown—was "... kept in readiness . . . to receive on board the powder from the main magazine" Buchanan also stated that he would "... require all . . . under my command to defend it [the yard] to the last extremity." The apprehension of an impending attack continued to grow. On 1 February Buchanan issued a general order assigning the officers under his command various parts of the yard to defend. Lt. Fillebrown of *Anacostia* was given responsibility for fighting off anyone threatening "... the lower part of the yard."

Although the feared attacks did not occur when Lincoln took office, tension continued to grow in the weeks that followed; and the tempo of ominous events accelerated after the surrender of Fort Sumter. On 15 April, Lincoln issued a proclamation declaring that an insurrection existed and calling forth "... the militia of the several states of the Union . . ." to restore Federal authority. His action aroused bitter resentment along the border between the North and the South. Two days later, the Virginia State Convention voted to secede. On the 19th, the President declared a blockade of the Confederate States. That same day, Secretary of the Navy, Gideon Welles—fearing that Virginians would capture the Norfolk Navy Yard—ordered *Anacostia* to receive on board incendiary material and explosives and to take them to Norfolk so that, if necessary, the commandant of the navy yard there might destroy all public property within his command to prevent "... its falling into the hands of lawless persons."

However, before *Anacostia* had finished taking on her highly combustible cargo, *Pawnee* returned from her futile relief expe-

dition to Charleston Harbor. Since she was larger, that screw sloop was capable of carrying more cargo than *Anacostia*; and, since her engines were far more powerful, she was better able to tow warships then under repair out of the threatened, and soon-to-be-abandoned, Norfolk Navy Yard. *Pawnee*'s advantages prompted Secretary of the Navy, Gideon Welles, to order her to go to Norfolk in place of *Anacostia*. The latter steamer quickly transferred her inflammable cargo and her pilot to the larger vessel which then sped to Hampton Roads.

Meanwhile, another crisis threatened immediate harm to the Union. In Baltimore on that same day, 19 April, a violently pro-Southern mob attacked the 6th Massachusetts Regiment as it was moving between railroad stations during its trip to Washington to defend the Federal Capital. This serious threat to lines of communications and supply linking Washington with the North by rail underscored the importance of keeping the Potomac open to Federal shipping.

As a result, *Anacostia* headed down the Potomac to learn of any obstruction which Confederates might have placed in the channel; to look for signs of any Southern efforts to erect batteries along the banks of the river; and, if possible, to destroy any fortifications discovered. To assist her in carrying out the latter mission, she embarked a guard of 20 marines before getting underway.

Since Fillebrown needed a pilot to descend the river below Cedar Point safely, he reversed course upon reaching that place, lest his ship run aground and fall into enemy hands. During her homeward passage, *Anacostia* escorted two vessels: the steamer *Jerome*, carrying 144 barrels of gunpowder along with "... other stores for the Government ..." and "... a large schooner laden with cement and other matter for the United States Capitol" which was then being enlarged. Upon reaching Washington, Fillebrown reported that he had found neither channel obstructions nor evidence of shore batteries. He went on to ask that "... at least one other responsible officer be ordered to this vessel as the constant and unremitting attention that is necessary to the proper execution of my orders is more than nature will stand. I have not laid myself down since Thursday [five days before] night." No records tell us whether or not Fillebrown received the needed help. In any case, *Anacostia* soon resumed her patrolling of the Potomac and stuck to the task through the early weeks of the war.

Anacostia would typically depart the Washington Navy Yard and carefully observe both banks as she proceeded downstream. Occasionally, she ventured all the way to Point Lookout, Md.; but usually reversed course before reaching the mouth of the Potomac and steamed back to the navy yard where she replenished her bunkers with coal and quickly began another cycle.

During one of his ship's reconnaissance runs downriver in mid-May, Fillebrown learned from the side-wheeler *Mount Vernon* that Confederate forces had emplaced cannon at the mouth of Aquia Creek. Disturbed at this intelligence, he immediately headed *Anacostia* back to Washington to report the discovery.

The news presented Lincoln—already overburdened by many other highly dangerous problems—with an extremely exasperating dilemma. If he ordered Federal forces to attack the fortifications which were going up on the southern bank of the Potomac, he would assuredly offend many still loyal, but wavering, Virginians and would influence them to vote to withdraw from the Union in the forthcoming plebiscite on their state convention's ordinance of secession. On the other hand, if he did not move against the new batteries before they had been completed and strengthened, he would place Union use of the Potomac—and thus the National Capital and the whole Union cause—in grave jeopardy. Temporizing, the President decided to leave all Virginia territory—riverside guns notwithstanding—inviolable until the people of that state had spoken. For the time being, no action would be taken against the ordnance threatening Washington's waterborne communication with the rest of the world.

To make matters worse, the riverside batteries were not the only hazards facing Union shipping on the Potomac. Southern agents had removed the buoys and other navigational aids from the river. To counter this threat, the Navy selected Lt. Thomas S. Phelps to make a new survey of the Potomac. As he carried out this work, *Anacostia* and *Philadelphia* shared the task of carrying him up- and downstream while he made the observations needed to prepare new charts showing permanent landmarks ashore—which could be neither moved nor removed—rather than movable markers in the water. These new maps

made it possible for navigators to keep their vessels safely in the channel as they operated between Washington and Point Lookout.

The immunity from Federal attack at first enjoyed by Confederate forces in Virginia ended abruptly on 23 May, when the citizens of the Old Dominion overwhelmingly endorsed secession. After losing this critical plebiscite, the Lincoln Government wasted no time in moving to check the growing threat to the National Capital from the south bank of the Potomac. That very night, troops left Washington and occupied Arlington and Alexandria. Some subsequent studies state that *Anacostia* joined *Thomas Freeborn* and *Resolute* in carrying the Union occupation forces to Alexandria and in covering their landings. However, no contemporary documents supporting her participation in the operation have been found. Moreover, it seems unlikely that *Anacostia* took part since she departed the Washington Navy Yard that morning and headed for the mouth of the Potomac to escort the steamer *Sea Gull* back to the capital. They arrived there on the night of the 27th.

Soon after reaching home, *Anacostia* welcomed on board Lt. Napoleon Collins who relieved Lt. Fillebrown in command. While she was at the navy yard, she also exchanged her Marine Corps guard for one composed of soldiers from the 71st New York Regiment.

Three days later, the steamer again moved downriver, first to Nanjemoy Creek to communicate with Comdr. James Harmon Ward, the commanding officer of the recently established Potomac Flotilla, and then to enforce the blockade of the Virginia shore further below. *Anacostia* met *Thomas Freeborn*, the flotilla's flagship, on the morning of 31 May, just as Ward was preparing to resume shelling the new Southern works at the mouth of Aquia Creek. During the bombardment, she added her guns to those of *Freeborn* and *Resolute*. At least two of *Anacostia*'s shells exploded within the battery and did considerable material damage; but, unaccountably, wounded no one.

Confederate counterbattery fire struck Ward's ships several times, but wounded only one man and did no serious material damage. That evening the Union steamers withdrew a few miles downstream where they were reinforced by *Pawnee*.

The next day, the Federal warships moved back upriver to a point just off the mouth of Aquia Creek and again opened fire. In compliance with Ward's orders, *Anacostia* and *Resolute* did not join in the cannonade, but remained just out of range of the Confederate artillery so that they would be ready to tow any of their consorts out of danger in the event one or both became disabled during the engagement. In the course of the five-hour action, many rounds from ashore did strike both *Thomas Freeborn* and *Pawnee*, causing Ward to return to Washington in the former for repairs and replenishment. *Anacostia* also headed back to the navy yard where she arrived on the evening of 1 June.

A few days later, while she was inspecting shipping in the Potomac, the steamer received orders sending her to Fort Monroe to relieve the tug, *Young America*, which needed repairs. She arrived in Hampton Roads on the 7th and served in that strategic harbor supporting the blockade through the first three weeks of August and then returned to Washington for yard work which she also needed.

When again ready for action, she resumed patrol duty on the Potomac. From time to time during the following months, the ship shelled Confederate forces along the Virginia shore. On 8 December 1861, she and *Jacob Bell* fired on Southern troops near Freestone Point. After the bombardment had driven off the Confederate soldiers, a party from the steamers landed there and burned down several buildings. Then, on 31 January 1862, *Anacostia* and *Yankee* engaged cannon at Cockpit Point, dismounting at least one Southern gun and silencing the battery. The ships returned to that place on 9 March—the day of the historic battle at Hampton Roads between *Virginia*, the raised and rebuilt *Merrimack*, and *Monitor*—but found the Southern positions deserted. Parties from the Union warship then landed and spiked the abandoned guns. Later that day, the same raiders destroyed Confederate batteries at Evansport.

About this time, General McClellan was making final preparations for moving the Army of the Potomac from its positions in Northern Virginia to the tip of the peninsula formed by the James and York Rivers to launch a new drive toward Richmond from that quarter. *Anacostia*'s next assignment took her back and forth between Washington and Hampton Roads on runs escorting Army transports carrying McClellan's troops to Fort

Monroe for the impending campaign. When she had completed that duty, the ship turned her attention to reconnaissance work along the lower western shore of the Chesapeake Bay in the Piankatank River; Mobjack Bay; and, especially, the York River which the Yankee Army was then using as its line of supply during its push up the peninsula. In response to a request from McClellan "... to annoy the enemy ..." she shelled both Gloucester and Yorktown on the night of 15 and 16 April.

Following this action, *Anacostia* headed back up Chesapeake Bay and, on the 20th, assisted other vessels of the Potomac Flotilla in capturing the steamer *Eureka* in the Rappahannock River. She took another prize early in June when she caught the sloop *Monitor* while that Southern sailing ship was attempting to escape from the Piankatank. About this time, a party from *Anacostia* ventured several miles inland to recapture the reflectors which had been taken from one of the Chesapeake Bay light boats.

Late in June, General Robert E. Lee's Army of Northern Virginia turned back McClellan's thrust toward Richmond and forced the Union general to shift his base from the York to the James. The Union reverses on the peninsula prompted Washington to bring Major General Burnside's troops from the Carolinas to Northern Virginia where they could join Pope's Army in defending Washington. *Anacostia* in turn was ordered up the Rappahannock to keep in touch with Burnside. Burning wood for want of coal, she arrived at Fredericksburg on 14 July and remained there subject to Burnside's orders.

A month later, in response to intelligence from the general that clandestine lines of communication between Baltimore and Richmond passed through Port Royal, Va., some 35 miles below Fredericksburg, a party from *Anacostia* boarded the ferry at Cooper's Point and dropped downriver to that port. There, they arrested two groups of recruits going South from Maryland to join the Confederate Army. They also destroyed both the ferry that the Southerners used to cross the river and a number of other craft that were potentially useful to the Confederate cause. About a fortnight later, another party from *Anacostia* returned to Port Royal and captured another group of recruits and the officers who were in charge of them.

On the day Acting Master Nelson Provost, who had relieved Collins in command of *Anacostia*, reported the latter raid, Lee's army launched an offensive which routed Union troops in the Second Battle of Bull Run and seriously threatened Washington. As a result, Burnside asked *Anacostia* to return to the Potomac and wired Washington for more naval help. "I ought to have more gunboats here. It is an absolute necessity."

In response, *Anacostia* blew up the bridges across the Rappahannock, set fire to a sloop, and headed downstream from Fredericksburg. When she was still some 20 miles from the mouth of the Potomac, her engine broke down and, instead of taking station off the mouth of Aquia Creek, she had to go all the way upriver to Washington for repairs. The ensuing overhaul kept the ship inactive during the naval alert attendant upon the Battle of Antietam and through mid-October.

Upon the completion of this yard work, the steamer dropped downstream and took station off Piney Point, Md., where she could observe shipping entering and leaving the Potomac and could interrupt traffic across the river between Maryland and Virginia. In mid-November, Provost led a boat expedition to St. George's Island and captured several Southern smugglers, two canoes, and "... a quantity of contraband goods."

About a week later, the ship—accompanied by four other ships of the flotilla—returned to the Rappahannock behind which Burnside, who had relieved McClellan in command of the Army of the Potomac, was assembling forces in a position to protect Washington while pushing toward Richmond. However, the low level of the tidal water slowed the Union gunboats' progress up that river and stopped their ascent at Port Royal before dawn on the 27th. At that point, the senior naval officer, Lt. Comdr. Edward P. McCrea reported to Burnside the arrival of his ships and asked for instructions. On the afternoon of 4 December, Southern field artillery opened fire on *Anacostia* and three other Union ships, beginning a series of engagements which continued until Burnside's Army—which had crossed the Rappahannock on the 12th—was defeated in the Battle of Fredericksburg on the 13th.

Burnside's beaten troops retired eastward across the river on the night of the 14th and 15th. Nevertheless, *Anacostia* remained in the Rappahannock for more than a week thereafter, observing

the activities of Lee's troops. On the 23d, she stood downstream to return to the Potomac.

The steamer's subsequent movements were somewhat less tied to Army operations. During the ensuing two and one-half years, she primarily plied the waters of the lower Potomac and its tributaries, occasionally leaving that river for brief missions which took her from its mouth south along the western shore of the Chesapeake and up the other streams which flow into that bay, especially the Rappahannock and the Piankatank Rivers.

On 28 December 1862, she captured the schooner *Exchange* in the Rappahannock. From time to time, parties from the ship went ashore in Confederate territory and captured men, materiel, and equipment. For instance, acting on an intelligence report from the Army, parties from *Anacostia* and *Currituck* landed at Indian Creek, Va., on 3 April 1863 to find a large quantity of smuggled medical supplies. They arrived after the drugs had been shipped on to Richmond, but did manage to capture a large quantity of tobacco.

On other occasions, she gathered information for the Northern Army. This was the case during a trip up the Rappahannock with *Dragon* about a fortnight before the Battle of Chancellorsville.

Similar instances abound. Taken individually, these operations were, for the most part, of little significance. Yet, *Anacostia's* labors, combined with the countless like efforts of her sister ships in the Union Navy to exact a growing and enervating toll on the South's steadily shrinking ability to fight.

On 21 May, *Anacostia*, *Currituck*, and *Satellite* took the schooner *Emily* on the Rappahannock about 10 miles above Urbana. On 1 June, she helped to cover Kilpatrick's cavalry brigade as it crossed the Rappahannock. The next day, she and *Primrose* captured the sloop *Flying Cloud*. On 16 July in Herring Creek, Md., she took and destroyed a canoe and captured the men who had just crossed the Potomac in it to purchase goods needed by the South.

On 7 November 1864 near Aquia Creek, a party from *Anacostia* destroyed two wagons which had been used to convey blockade goods from that place to Fredericksburg. Two days later, another group of her sailors ascended Chopawamsic Creek where they burned the sloop *Buckskin*.

During the final months of the Civil War, *Anacostia* encountered steadily decreasing Southern activity. However, the fear and tension following Lincoln's assassination in mid-April gave increased purpose and excitement to her last weeks of duty as her crew remained alert for any conspirators who might attempt to escape down or across the Potomac.

Following the complete collapse of the Confederacy, the steamer was decommissioned at the Washington Navy Yard on 12 June 1865. She was sold at public auction there on 20 July 1865 to a Mr. Clyde and was redocumented as *Alexandria* on 26 December 1865. She subsequently served in the Chesapeake Bay area until destroyed by fire at City Point, Va., on 22 March 1868.

II

(AO-94: dp. 22,380; l. 523'6"; b. 68'; dr. 30'10"; s. 15.1 k.; cpl. 255; a 1 5"; cl. *Escambia*; T. T2-SE-A2)

Mission Alamo was laid down under a Maritime Commission contract (MC hull 1829) on 16 July 1944 at Sausalito, Calif., by the Marinship Corp.; renamed *Anacostia* (AO-94) on 24 July 1944; launched on 24 September 1944; sponsored by Mrs. Henry F. Bruns, the wife of Rear Admiral Bruns; and acquired by the Navy and placed in commission on 25 February 1945, Lt. Comdr. Thomas H. Hoffmann in command.

After a final fitting out period, the oiler left San Francisco Bay on 23 March 1945 and proceeded to San Diego, Calif., where she underwent three weeks of intensive shakedown training. *Anacostia* departed the west coast on 27 April and set a course for Hawaii. She reached Pearl Harbor on 3 May and reported for duty to Service Squadron 8, Service Force, Pacific Fleet. Two days later, the vessel left Hawaiian waters and sailed to the Caroline Islands.

Upon her arrival at Ulithi on 16 May, *Anacostia* joined Task Group (TG) 50.8 and proceeded with that group to Okinawa. Early in June, the oiler arrived in a designated fueling area off Okinawa and replenished the bunkers of various ships. After completing this task, she sailed to Saipan to take on a cargo of gasoline to be distributed among forces there at Okinawa. Dur-

ing August and September, *Anacostia* made two more round-trips between Ulithi and Okinawa, taking on fuel at the former port and discharging it at the latter.

At the time of the Japanese capitulation on 15 August, *Anacostia* was in port in Ulithi. She moved on to Okinawa six days later and remained there through 25 October. The oiler then sailed to the Japanese home islands and touched at Kanoya on the 30th. She also visited the Japanese port of Kagoshima, Kyushu. At each point, she acted as station tanker at Army air bases.

Anacostia got underway for the Philippines early in December and arrived at Manila shortly thereafter. She operated in Philippine waters for approximately two months before commencing another trip to Okinawa on 2 February 1946. From that island, she sailed for Pearl Harbor and reached Hawaiian waters on 7 March. The next day, she weighed anchor and shaped a course for the gulf coast via the Panama Canal. She transited the canal late in March and arrived at New Orleans, La., on 29 March.

Anacostia moved to Mobile, Ala., on the 30th and began inactivation preparations there. She was decommissioned at Mobile on 16 April 1946 and was transferred by the Maritime Commission that same day. Her name was struck from the Navy list on 8 May 1946.

The vessel was reacquired on 28 February 1948 by the United States Naval Transport Service. During the next two years, *Anacostia* operated along the east coast of the United States; made numerous voyages through the Suez Canal to Ras Tanura, Saudi Arabia, and Bahrain to take on petroleum; visited ports in England and northern Germany; carried out several trips to Aruba to load up with petroleum; and paid calls to Japanese ports of Yokohama, Yokosuka, and Sasebo.

She was assigned to the Military Sea Transportation Service (MSTS) on 18 July 1950 and reported to Tankers Co. Inc., for operation under an MSTS contract, was redesignated T-AO-94, and was run as a noncommissioned vessel manned by a civil service crew.

During the next seven years, *Anacostia* continued her service as an oiler. She made frequent trips to ports along the Texas gulf coast as well as to the Persian Gulf ports of Ras Tanura, Saudi Arabia, and Bahrain to take on petroleum. Her cargoes were then delivered to facilities at ports in Japan, England, the Netherlands, and Germany. The oiler remained active until December 1957, when she reported to Norfolk, Va. She was then turned over to the Maritime Administration and laid up with the National Defense Reserve Fleet in the James River. Her name was struck from the Navy list on 17 December 1957.

Anacostia earned one battle star for her World War II service.

Anacot

(YTB-253: dp. 410; l. 110'; b. 27'; dr. 11'4"; s. 12 k.; cpl. 14; cl. *Cahto*)

Anacot (YTB-253) was laid down on 18 April 1944 by the Greenport Basin & Construction Co., Long Island, N.Y.; launched on 24 March 1945; and placed in service by the Navy on 15 June 1945 at the New York Navy Yard, Brooklyn, N.Y.

Anacot was then assigned to Service Force, Pacific Fleet and soon got underway for Hawaii. She transited the Panama Canal on 6 August, touched briefly at San Diego and San Francisco, and arrived at Pearl Harbor on 28 September. In late October or early November, the tug was ordered to report to Commander,



Anacot (YTB-253) (center) and two other tugs escort the battleship *Iowa* (BB-61) into Pearl Harbor, 28 October 1952. (NH 44539)

Service Squadron 7, for duty in the Philippines and reached Manila on 23 November. She provided services in Philippine waters for the next eight months. In June 1946, she was declared to be in excess and scheduled for disposal. However, the vessel was found suitable for use as a fire boat and was transferred to the custody of the Commandant, 14th Naval District. *Anacot* arrived back at Pearl Harbor on 6 January 1947 and assumed her new duties there.

Anacot remained active at that port through October 1958, when she was placed in reserve, out of service. *The Naval Vessel Register* of 1 January 1961 listed her status as of June 1960 "to be disposed of, type of disposal not known."

Anado

(MB: t. 33; l. 70'; b. 13'; dr. 3' (aft); s. 20 mph.; cpl. 10)

Anado (SP-455)—a motorboat constructed in 1917 at Morris Heights, N.Y., by the Gas Engine & Power Co. & Charles L. Seabury Co.—was acquired by the Navy under free lease from Mr. J. A. Mollenhauser of Brooklyn, N.Y., on 8 July 1917; and commissioned on 17 August 1917. Assigned to the 3d Naval District section patrol, *Anado* patrolled the waters of New York and Long Island through the end of World War I. She was returned to her owner on 26 February 1919, and her name was stricken from the Navy list that same day.

Anamosa

One of several variations or transcriptions of the name of a Sauk Indian lady who distinguished herself in the Black Hawk War. The term itself refers to a litter of newly born puppies. A town in Jones County, Iowa, bears the name *Anamosa*.

(YTB-409: dp. 260; l. 100'0"; b. 25'0"; dr. 9'7" (f.); s. 12 k.; cl. *Sassaba*)

Anamosa (YTB-409) was laid down on 18 March 1944 at Brooklyn, N.Y., by Ira S. Bushey & Sons; launched on 24 July 1944; delivered to the Navy on 28 March 1945; and placed in service with the 1st Fleet on the west coast. By the beginning of 1948, the tug had been reassigned to the forward area of the Pacific Ocean. For the next 30 years, *Anamosa* operated at various locations in the central and western Pacific. Her naval career came to an end in 1978. Her name was struck from the Navy list in May 1978. No records of her subsequent fate have been found, but she may have been sold for scrap.

Anaqua

A fruit bearing tree or shrub native to Mexico and southwestern Texas.

(AN-40: dp. 1,460; l. 194'6"; b. 37'; dr. 13'6"; s. 12.1 k.; cpl. 56; a. 1 3", 2 20mm.; cl. *Ailanthus*)

YN-59 was laid down on 16 December 1942 at Everett, Wash., by the Everett-Pacific Shipbuilding & Drydock Co.; launched on 16 August 1943; sponsored by Miss Marian Swallow; redesignated AN-40 and named *Anaqua* on 20 January 1944; and placed in commission on 21 February 1944.

After conducting shakedown training in Puget Sound, the net laying ship got underway for Alaska and reached Dutch Harbor on 20 May. She then began her assignment of tending nets in waters off Alaska and the Aleutian Islands. On 16 October, while the ship was hauling net gear from Cold Bay to Dutch Harbor, she encountered a severe storm with high winds. The damage *Anaqua* sustained was so extensive that she was ordered to return to the United States for availability.

The battered vessel arrived at Seattle on 20 December and entered drydock at the Lake Washington Shipyard, Kirkland, Wash. Upon completion of the repairs, she got underway on 5 February 1945 for the Naval Net Depot, Tiburon, Calif. While en route to that port, she encountered a storm off the coast of Oregon. The ship sprung numerous leaks through the main deck and the boat deck. Moreover, several electrical fires broke out

and caused considerable damage. Upon her arrival at Tiburon, the ship was sent to the Martinolich Shipyard in San Francisco for repairs to her new damage.

On 11 March, *Anaqua* again stood out to sea and arrived back at Tiburon safely and took on a load of amphibious gear before sailing for Pearl Harbor, Hawaii. During her voyage across the eastern Pacific, the ship experienced several steering engine failures. She reached Pearl Harbor on 26 March, unloaded her net gear, and entered a drydock at the Pearl Harbor Navy Yard where, in addition to repair of her steering system, her hull was recaulked to eliminate persistent leaks.

Anaqua resumed operations late in May, took on a cargo, and, on 25 May, sailed for the Marianas. After a brief stop en route at Eniwetok, the net tender reached Guam on 16 June, discharged her cargo, and then proceeded to Tinian to lay gasoline tanker moorings. She completed this job on 22 June and sailed on to Ulithi. She arrived there on the 26th and spent the next four months in the lagoon of that atoll maintaining antitorpedo nets in conjunction with five other net tenders. This duty was interrupted briefly by a trip to Yap Island following the Japanese surrender to load Japanese ordnance gear for transportation back to Ulithi.

Following her return to the atoll, *Anaqua* assisted in closing down the large fleet anchorage at Ulithi. The vessel helped remove 20 miles of antitorpedo net. This salvage work was completed by 17 October, when she headed home with a barge in tow. The ship paused at Saipan to unload nets being transported by the barge and then proceeded to Hawaii. During this passage, rough seas and inclement weather slowed her progress, and *Anaqua* headed for Midway to refuel. The vessel finally reached Pearl Harbor on 12 November.

The net tender left Hawaii on the 16th and reached San Diego, Calif., on 25 November. Shortly thereafter, she sailed to San Pedro, Calif., where preparations to deactivate the ship began. *Anaqua* was decommissioned at San Pedro on 7 February 1946, and her name was struck from the Navy list on 26 February 1946. The ship was sold on 6 March 1946 to Mr. Robert J. Heffner, Santa Ana, Calif.

Anchor

(ARS-13: dp. 1,615; l. 183'3"; b. 37'; dr. 14'8"; s. 12 k.; cpl. 65; a. 1 3", 4 20mm; cl. *Anchor*)

Anchor (ARS-13) was laid down on 30 April 1942 at Stockton, Calif., by the Colberg Boat Works; launched on 13 March 1943; sponsored by Mrs. Hattie M. Stevenson; and placed in commission at Stockton on 23 October 1943, Lt. R. M. Brunner in command.

During November, the salvage ship was fitted out at Stockton and at San Francisco, Calif. Early in December, she sailed to San Diego for shakedown training and salvage operations. *Anchor* left the west coast soon after the beginning of 1944, bound for Hawaii. Upon her arrival at Pearl Harbor on the 11th, she underwent a month of repair work and then was assigned to "ready duty," which involved standing by the entrance buoys to the Pearl Harbor channel and giving assistance when necessary to passing vessels. The ship also conducted torpedo recovery duty.

On 16 July, *Anchor* departed Pearl Harbor and sailed for Eniwetok. She operated there during August, carrying out various duties such as recovering barges, delivering mail, transporting freight and passengers, and performing salvage operations. The ship steamed to Saipan in early September and assumed duty as blasting control vessel in addition to her salvage work. On 4 November, she left Saipan and sailed via Eniwetok back to Hawaii.

She reached Pearl Harbor on 21 November and entered a shipyard for repairs and alterations. *Anchor* left the yard on 7 February 1945 and shortly thereafter sailed for Eniwetok. She arrived there on 15 March and resumed salvage and towing operations. During that stint at Eniwetok, the ship conducted salvage operations on the merchant ship *Esso Washington*. She moved to Guam in early May and, after a brief availability, began torpedo recovery service. Later that month, the vessel got underway for Okinawa and arrived there on 9 June.

During the next seven months, the ship conducted salvage operations on sunken Japanese shipping and served as a blasting control and air raid control ship for the Okinawa area. On 11



Anchor (ARS-13), circa 1945-1946. (NH 83809)

June, she was among several ships that opened fire on four enemy planes attacking Allied ships in the anchorage. The combined fire shot down one raider.

The war in the Pacific ended when the Japanese capitulated on 15 August, but *Anchor* continued to operate at Okinawa until 23 February 1946, when she shaped a course for Hawaii. She paused briefly at Pearl Harbor before setting out on 23 March for a cruise that would take her to Guam, Peleliu, and Eniwetok. The salvage vessel left the latter port with *PC-1170* in tow and delivered her charge at Pearl Harbor on 18 June. She remained in port for four days and then got underway for the west coast of the United States.

Anchor reached Seattle, Wash., in early July. Shortly thereafter, she reversed her course and proceeded back to Pearl Harbor. After a brief stay there, the ship sailed back to the west coast. She touched at San Francisco on 26 July before sailing on to Seattle. There, preparations were begun to deactivate the ship. *Anchor* was decommissioned at Seattle on 16 September 1946, and her name was struck from the Navy list on 13 November 1946. The vessel was then transferred to the Maritime Administration. She was sold on 23 May 1947 to L. E. Castell, Seattle, Wash.

Anchor earned one battle star for her World War II service.

Anchorage

The largest city in Alaska. Anchorage was founded in 1914 at the head of Cook Inlet, which is a bay of the Pacific Ocean.

(LSD-36: dp. 13,700; l. 553'; b. 84'; dr. 19'; s. 20 k.; cpl. 397; a. 6 3"; cl. *Anchorage*)

Anchorage (LSD-36) was laid down on 13 March 1967 at Pascagoula, Miss., by the Ingalls Shipbuilding Corp.; launched on 5 May 1968; sponsored by Mrs. Alexander S. Heyward, Jr., the wife of Vice Admiral Heyward; and commissioned at the Norfolk Naval Shipyard, Portsmouth, Va., on 15 March 1969, Capt. Percy Stuart Beaman in command.

After a brief, round-trip cruise to Andros Island, Bahamas, the dock landing ship left Norfolk on 24 June, bound for the west coast. She paused at Mayport and Fort Lauderdale, Fla.; transited the Panama Canal on 16 July; and arrived at her home port,

San Diego, Calif., on 26 July. At the end of shakedown training off the California coast, she entered the Mare Island Naval Shipyard, Vallejo, Calif., on 1 November, for post-shakedown availability.

Anchorage returned to San Diego on 9 January 1970. She set sail on the 31st for the western Pacific (WestPac) to transport Marine Corps personnel back to the United States as part of Operation "Keystone Bluejay," a planned withdrawal of American troops from Vietnam. On 19 February, the ship arrived at Danang, Republic of Vietnam; took on board the personnel and equipment of the 7th Motor Battalion; and sailed for the United States. She reached Delmar, Calif., on 12 March and debarked her passengers.

Following a month and one-half in port at San Diego for training and upkeep, *Anchorage* got underway on 1 May with other units of Amphibious Squadron (PhibRon) 5 for the Far East. She stopped at Pearl Harbor and then sailed to Johnston Atoll to deliver several landing craft. The ship next proceeded to Yokosuka, Japan, and arrived there on 19 May for voyage repairs. Her next port call was at Buckner Bay, Okinawa, where marines came on board for transportation to Subic Bay, Philippines. Upon the completion of that embarkation, PhibRon 5 units assumed duty as Amphibious Ready Group (ARG) Alfa.

From 6 to 18 June, *Anchorage* carried small craft between ports along the coast of Vietnam. Her ports of call included Vung Tau, Camranh Bay, Qui Nhon, Danang, and An Thoi. She anchored near An Thoi from 11 to 14 June to provide drydock services for the ships at the naval activity there. On 22 June, the ship participated in the first of several amphibious exercises conducted by ARG Alfa at Green Beach, near Subic Bay. During these operations, she acted as a primary control ship for the direction and control of landing craft while they moved to the beach.

The ship pulled into Sasebo, Japan, early in July for a period of rest and relaxation for the crew. She got underway again on 16 July for amphibious exercises off Green Beach. On the 31st, she arrived at Okinawa to take Battalion Landing Team 2/9 on board for transportation to Subic Bay. *Anchorage* arrived at Subic Bay on 18 August for upkeep. Her next port of call was Hong Kong, which she visited from 10 until 18 September and then returned to the Subic Bay operating area.

From 24 September through 8 October, *Anchorage* traveled among Subic Bay and Vung Tau, Camranh Bay, and Danang,



Anchorage (LSD-36) underway off Pascagoula, 27 January 1969. (USN 1139429)

Vietnam, carrying various small craft. Late in October, she carried out relief operations in the Lagonoy Gulf on the eastern coast of the Philippines for victims of Typhoons Joan and Kate. After touching at Keelung, Taiwan, on 29 October, the ship proceeded to Okinawa to pick up a landing craft for transportation to Subic Bay. She took part in amphibious exercises at Green Beach on 7 November, then put into port at Subic Bay. From the 20th to the 23d, *Anchorage* was at Okinawa to disembark marines and to unload their equipment. During this time, PhibRon 5 was relieved of duties as ARG Alfa. The ship then paid a short visit to Yokosuka, Japan, for liberty and the loading of equipment for transportation to the United States. Sailing from Japan on 30 November, the vessel arrived in San Diego on 10 December.

Anchorage remained in availability until 20 February 1971, when she got underway for Port Hueneme, Calif. There, she loaded construction materials for a communications center on the island in the Indian Ocean, Diego Garcia, to be built as a part of Operation "Reindeer Station." She left the California coast on 22 February bound for Australia. The vessel made port calls at Sydney and Perth, Australia, late in March and then pushed on into the Indian Ocean. Upon arriving at Diego Garcia on 4 April, she unloaded the construction materials and sailed the next day for Subic Bay to obtain minor repairs and replenishment. Following a visit to Hong Kong from 17 to 22 April, the ship sailed to Danang where she embarked Marine Corps personnel and equipment for return to the United States as part of Operation "Keystone Robin." On 23 April, she shaped a course for San Diego.

Anchorage arrived in her home port on 11 May and, on 28 June, resumed operations as a training ship for landing exercises off Seal Beach, Calif. This study was followed by refresher train-

ing and a period inport at San Diego. From 2 to 6 August, the vessel was again involved in exercises off Seal Beach. She left San Diego on 16 August to sail to her namesake city, Anchorage, Alaska, where she remained from 22 to 26 August. After pausing at Alameda, Calif., to unload aircraft, she arrived back at San Diego on 1 September and entered upkeep.

The ship sailed for Hawaii on 1 October and, en route, participated in Convoy Exercise 3-71. She spent two days at Pearl Harbor before continuing on to Buckner Bay, Okinawa. There, she rejoined ARG Alfa and embarked marines for transportation to Subic Bay. Early in November, the ship visited Kaohsiung, Taiwan. From 13 to 20 November, she shuttled landing craft between Vung Tau and Subic Bay. During the last few weeks of 1971, the ship visited Sasebo, Japan, and Hong Kong for liberty calls and also carried marines and equipment from Okinawa to Subic Bay.

After a period of repair work, *Anchorage* sailed for Buckner Bay on 17 January 1972 to embark marines for transportation back to Subic Bay. Late in January, she carried out wet-well operations at Danang, Qui Nhon, and Vung Tau and, in mid-February, traveled to Singapore for a visit before returning to Subic Bay. After a brief trip to Kure, Japan, in early March, the ship was involved in amphibious exercises. On 31 March, she got underway to rendezvous with Task Group 76.5 which she met on 2 April for operations off the coast of Vietnam through 6 May.

The ship was at Subic Bay from 9 to 18 May and then sailed back to Vietnamese waters for wet-well lifts to Vung Tau, Hoi An, and Danang. On 24 May, she took part in Exercise "Song Thanh 6-72." She reached Okinawa on 14 June to embark troops bound for the Philippines and arrived at Subic Bay on the 20th. After a series of amphibious landing exercises, *Anchorage* resumed wet-well operations between Vung Tau and Subic Bay.

The vessel visited Kaohsiung in early July, then arrived back at Subic Bay on the 8th. She left the Philippines, bound for home, on 9 July and made San Diego on 24 July. She remained in port through 4 December, when the vessel got underway for independent type exercises off the southern California coast. She returned to San Diego on the 7th and entered a holiday leave and upkeep status.

After local operations, *Anchorage* traveled to Seal Beach late in January 1973 to unload her ammunition. She returned to San Diego on 1 February and began overhaul there on the 19th. During this yard work, a fire broke out on board and prolonged her stay in overhaul. The ship finally got underway on 23 September for sea trials and started refresher amphibious training late in October. On 8 December, the vessel commenced another WestPac deployment.

During the cruise, the ship visited Subic Bay; Buckner Bay; Sasebo and Iwakuni, Japan; Diego Garcia; and Singapore. While off Korea, *Anchorage* joined ARG Bravo for Operation "Fly Away." Leaving Subic Bay on 28 March 1974, she made stops at Guam and Pearl Harbor before arriving back in San Diego on 18 April and entering a standdown period which lasted through 29 July. On that day, the ship sailed northward to carry out a survey mission of potential amphibious training areas in Alaska. During her cruise, embarked scientists surveyed 10 possible landing sites and the vessel visited in Seattle, Wash.; Nanaimo, British Columbia; and Sitka and Anchorage, Alaska, before reaching San Diego again on 5 September. *Anchorage* began a restricted availability at Long Beach, Calif., on 17 October and, after the work was completed on 16 December, she returned to home port for the holidays.

On 6 January 1975, the ship began two weeks of amphibious refresher training off the southern California coast. She then participated in Operation "Bedstream" with other ships of PhibRon 5. After a period of upkeep in San Diego, *Anchorage* again sailed for the Orient on 28 March. She carried marines and their equipment for participation in Operation "Frequent Wind" off the South Vietnamese coast. The ship reached Vietnamese waters on 30 April and provided material support to ships evacuating Vietnamese refugees. On 2 May, she left the Vung Tau holding area with the other ships involved in Operation "Frequent Wind."

On 13 May, her scheduled operations were interrupted by the *Mayaguez* incident. *Anchorage* was ordered to proceed south to provide support as needed for the rescue of *Mayaguez*. Following the ship's rescue, *Anchorage* resumed her original schedule which included upkeep in Sasebo, Japan; a visit to Keelung, Taiwan; and a port call to Inchon, Republic of Korea. Early September brought her a liberty call at Hong Kong. She then proceeded to Yokosuka for upkeep. Following stops at Keelung and Buckner Bay, *Anchorage* sailed from Okinawa on 28 October to return to her home port. En route, she participated in Operation "Polymode" before arriving at San Diego on 16 November for upkeep and local operations through the end of the year.

During the first three and one-half months of 1976, the dock landing ship continued local operations off the southern California coast. From 26 April through 17 June, she was in restricted availability in preparation for a bicentennial visit to Alaska. However, that trip was cancelled, and the ship was in port at San Diego from mid-August through December undergoing repairs.

Tests and inspections occupied *Anchorage* during the first two and one-half months of 1977 before another WestPac deployment began on 28 March. She stopped briefly at Pearl Harbor, then pushed on to Eniwetok to unload cargo and vehicles. During her cruise, the ship served as a member of ARG Alfa. She also visited Guam; Subic Bay and Iloilo, Philippines; Singapore; Hong Kong; Keelung; and Yokosuka. Among the amphibious exercises in which she participated was Operation "Fortress Lightning," held in the Philippines, in waters near Santa Cruz, Mindanao Island, from 10 to 23 October. Upon the conclusion of this exercise, the vessel made her way back to the west coast of the United States via Okinawa, Guam, and Hawaii. On 17 November, she pulled into San Diego and spent the rest of the year in upkeep.

The ship was involved in training operations along the California coast in January 1978. On 20 February, she got underway for Bremerton, Wash., to carry Army troops to their home base. The ship arrived at San Diego on 3 March and began preparations for overhaul. She got underway, in tow of *Abnaki* (ATF-96),

for the Long Beach Naval Shipyard on 14 April, and commenced a regular overhaul there the next day. Upon completion of this work, the ship resumed operations on 13 December when she began sea trials.

Anchorage returned to San Diego on 15 January 1979. During the next eight months, she was involved in post-overhaul maintenance and training. She operated along the southern California coast and held refresher training and amphibious refresher training. On 24 September, the ship got underway to take part in Exercise "Kernal Potlatch II," a joint American-Canadian fleet exercise. Having concluded a successful amphibious landing on the northern coast of Vancouver Island, she made a port call at Esquimalt, British Columbia. After debarking marines at Camp Pendleton, *Anchorage* returned to San Diego on 13 October. She participated in local operations and training exercises through the end of the year in preparation for an upcoming deployment in 1980.

Four days into the new year, *Anchorage* slipped her moorings and left San Diego bound for the exotic Orient. Along the way, the dock landing ship visited Pearl Harbor, Eniwetok Atoll in the Marshall Islands, and Guam in the Mariana Islands before arriving at Subic Bay in the Philippines on 6 February 1980. Upon arrival, she loaded a refurbished utility landing craft (LCU) for transportation to the Republic of Djibouti (former French Somaliland) located on the northeast coast of Africa near the Horn of Africa. The LCU—dubbed *Le Bac de la Paix* (tr. the boat of peace)—was a gift from the United States to Djibouti to enhance the country's inadequate commercial transportation system. *Anchorage* stood out of Subic Bay on 15 February to begin her goodwill mission. Steaming by way of Singapore, she crossed the Indian Ocean and arrived in Djibouti on 3 March. The dock landing ship spent two days in Djibouti, delivering America's gift and helping to cement relations between the two governments and peoples. From Djibouti, she headed for Diego Garcia Island to deliver barges to that isolated American outpost in the middle of the Indian Ocean. The ship stopped at Diego Garcia from 12 to 15 March and then resumed her voyage back to the Philippines. She made a stop at Penang, Malaysia, along the way and reentered Subic Bay on 24 March.

During the three months that remained of her 1980 deployment, *Anchorage* carried out operations in surroundings more familiar to 7th Fleet ships than the Horn of Africa and the Indian Ocean. Early in April, she visited Hong Kong before voyaging to Okinawa to embark Marine Corps units on the 17th and 18th. From Okinawa, the dock landing ship sailed via Subic Bay and Singapore to Thailand where she joined elements of the Royal Thai Navy and the Royal Thai Marine Corps in amphibious training exercises. She concluded the interlude in Thai waters with a visit to Pattaya between 5 and 10 May. *Anchorage* returned to Subic Bay on 19 May and remained in port until near the end of the first week in June. On 6 June, she got underway to return the embarked marines to their base on Okinawa. She stopped at Naha, Okinawa, from 10 to 12 June and then returned to sea for the voyage back to the United States. The trip home included a two-day stop at Pearl Harbor and ended back at San Diego on 3 July.

After the usual month of relative inactivity following an overseas deployment, *Anchorage* began west coast operations early in August with a courtesy visit to Seattle, Wash., for the city's annual sea fair. Normal duties continued until late September when she returned to San Diego for a two-month availability. The dock landing ship completed repairs on 20 November and resumed operations out of her home port.

Various training evolutions occupied her time through May and into June of 1981. On 23 June, *Anchorage* stood out of San Diego on her way to duty with the 7th Fleet in the Far East. She stopped at Pearl Harbor at the beginning of July and remained in the Hawaiian Islands for the first three weeks of the month completing an oft-delayed propulsion plant certification. On the 22d, she resumed her voyage west. The dock landing ship entered her first western Pacific port at Buckner Bay, Okinawa, on 3 August and embarked Marine Corps units for transportation to Yokosuka, Japan. Throughout, her assignment with the 7th Fleet, *Anchorage* spent much of her time carrying marines between their bases and training exercises. In some cases, the dock landing ship herself participated in the exercises; in others, she simply provided transportation to the location of the exercise. Consequently, she called at a number of ports in the Orient—most

frequently at ports in Okinawa, Japan, and Korea but also at Thai ports occasionally. *Anchorage* completed her last 7th Fleet mission at Naha, Okinawa, late in November and, on the 21st got underway for the voyage back to California. En route, she made an 11-day visit to Guam and a brief, one-day pause at Pearl Harbor. She pulled into San Diego two days before Christmas.

Post-deployment leave and upkeep carried her well into January of 1982. After a brief period underway in the southern California operating area *Anchorage* began preparations at the end of January for regular overhaul at San Diego. The actual repair and modification work began on 1 March. Over the ensuing seven months, the ship received general repairs and upgrading throughout as well as work on her propulsion plant, modernization of her communications spaces, and an enhancement of her defense capability against antiship missiles. *Anchorage* conducted sea trials in the local operating area during the first half of November and then spent the remainder of the year in port.

The dock landing ship resumed operations out of San Diego early in 1983. In May, she paid a courtesy visit to her namesake city, Anchorage, Alaska. Upon her return to San Diego in the middle of June, *Anchorage* began a three-month availability in preparation for a deployment to the western Pacific scheduled to start in the middle of September. Except for a period underway between 22 and 31 August, the dock landing ship was in San Diego continuously from 11 June to 12 September. On the latter day, she slipped her moorings and stood out to sea on her way back to the Far East. The usual stop at Pearl Harbor lasted from 20 September to 2 October, and then *Anchorage* resumed the voyage west. The dock landing ship arrived in Yokosuka, Japan, on 14 October. She spent the rest of October at Yokosuka, then got underway for Okinawa on 1 November to begin conveying Marine Corps units between their bases and the sites of training exercises. As in the past, the dock landing ship participated in some, but not all, of the exercises to which she provided transportation for the marines.

The deployment lasted through the end of 1983 and into the early months of 1984. She disembarked her last Marine Corps passengers at Yokosuka at the end of January 1984 and remained there until the beginning of the second week in February. On the 8th, *Anchorage* set out upon the first leg of the voyage back to the United States. On her way, she made stops at Guam and at Pearl Harbor before ending the deployment at San Diego on 6 March 1984. Except for a brief period underway inside the port on 17 April, *Anchorage* remained moored at San Diego for almost five months performing repairs and modifications. Near the end of July, she began sea trials out of San Diego that lasted into the fourth week in August. On 23 August the dock landing ship made the brief passage from San Diego to her new home port, Long Beach. *Anchorage* took about two weeks to get settled into her new base of operations and then embarked upon a series of training evolutions in the local operating area.

Those drills and exercises—punctuated by periods in port for upkeep and repairs—occupied her time during the remaining months of 1984 and for most of the first quarter of 1985. On 27 March 1985, she left Long Beach on a course for the Orient. The dock landing ship interrupted her long voyage briefly at Sasebo, Japan, on 16 April to pick up mail and then arrived at Pohang, Korea, on the 17th. At Pohang, *Anchorage* embarked a Marine Corps contingent and set sail for Okinawa on 18 April. For the next four months, she crisscrossed the distant reaches of the Pacific delivering marines to various points for combat training and returning them to their bases. On occasion, she joined in the exercises herself to practise her role as an amphibious warship. Her final group of passengers came on board at Yokohama, Japan, between 9 and 11 August and disembarked at Buckner Bay, Okinawa, on the 14th.

On the 15th *Anchorage* began the passage home. She stopped at Pearl Harbor from the 26th to the 28th and arrived in Del Mar, Calif., on 3 September 1985. The following day, the dock landing ship moved to Long Beach where she began a five-week post-deployment shutdown. With her return to active operations on 10 October, *Anchorage* embarked upon an extended period of local operations that occupied her not only during the balance of 1985 but for the whole of 1986 as well. As of the beginning of 1987, *Anchorage* was moored at Long Beach.

Anchorage received one award of the Meritorious Unit Commendation and six battle stars for Vietnam service.

Ancon

I

(ScStr: t. 9,332; l. 489.5'; b. 58'; dr. 30' (aft); s. 13 k.; cpl. 261; a. 3 6-pdr.s.)

Ancon (Id. No. 1467)—a screw steamer built in 1902 at Sparrows Point, Md., by the Maryland Steel Co.—was acquired by the Navy from the Army at New Orleans on 16 November 1918, five days after the armistice ended World War I. The ship was outfitted as a troop transport and commissioned on 28 March 1919, Lt. Comdr. Milan L. Pittman, USNRF, in command.

Ancon's brief Navy career lasted just four months. Assigned to the Atlantic Fleet's Cruiser and Transport Force, she made two round-trip voyages from the United States to France to bring American servicemen back home. Following her second voyage, she was decommissioned at New York City on 25 July 1919 and was returned to the War Department.

II

(AP-66: dp. 14,150; l. 493'; b. 64'; dr. 26'3"; s. 18 k.; cpl. 707; a. 2 5", 4 40mm., 14 20mm.)

Ancon was launched on 24 September 1938 at Quincy Mass., by the Bethlehem Steel Co.; sponsored by Mrs. Harry Woodring, wife of the Secretary of War; owned and operated by the Panama Railroad Co.; and placed in service on 22 June 1939 for cargo and passenger service between New York City, N.Y., and Cristobal, Panama Canal Zone.

The ship was taken over by the Army Transport Service on 11 January 1942. She made two voyages to Australia carrying American troops to bolster that continent's defenses before being acquired by the Navy on 7 August 1942. She was placed in commission at the Boston Navy Yard as *Ancon* (AP-66) on 12 August 1942, Lt. Comdr. D. H. Swinson in command.

Following her commissioning, *Ancon* underwent a month's work at Boston being converted for naval service. On 12 September, she got underway for the Virginia capes and, upon her arrival at Norfolk, took on cargo and troops for transportation to Baltimore Md. The ship reached that port on 6 October and disembarked her passengers. She then conducted trials and exercises in the Chesapeake Bay. After pausing again at Norfolk to take on more troops and equipment, the ship left the east coast on 24 October, bound for North Africa as a member of Transport Division 9, Amphibious Force, Atlantic Fleet.

Ancon anchored off Fedhala, French Morocco, on 8 November and began lowering her boats at 0533. The first troops were debarked an hour later. During the course of the assault, men on the ship witnessed the sinking of four other transports, and *Ancon* sent out boats to rescue their survivors. On 12 November, the transport headed out and, three days later, put into Casablanca harbor. She got underway on the 15th with a convoy bound for Norfolk.

After a brief pause there, *Ancon* traveled to Brooklyn, N.Y., for voyage repairs. A brief period of sea trials preceded the ship's loading cargo and troops for transportation to Algeria. She sailed on 14 January 1943 as a member of the Naval Transport Service. The ship reached Oran on the 26th and spent five days discharging her cargo before heading back toward New York City, where she arrived on 13 February. On that day, the vessel was reassigned to the Atlantic Fleet Amphibious Forces. On the 16th, *Ancon* entered the Norfolk Navy Yard, Portsmouth, Va., to undergo conversion to a combined headquarters and communications command ship. She was redesignated AGC-4 on 26 February.

Following the completion of the yard work on 21 April, *Ancon* held trials and exercises in the Chesapeake Bay through May and into early June when she was designated the flagship of the Commander of the Atlantic Fleet Amphibious Forces. The ship got underway for Oran on 8 June with Task Force (TF) 85. The ship had been selected to participate in the invasion of Sicily, and her preparations continued after her arrival at Oran on 22 June.

Carrying Rear Admiral Alan G. Kirk, Commander, TF 85, and Lieutenant General Omar Bradley on board, *Ancon* sailed on 5 July for the waters off Sicily. She reached the transport



Inside *Ancon's* joint operations room, with situation boards, communications and command stations manned, 3 July 1943, shortly before the invasion of Sicily. Chalked sign on the bulkhead reads: "AGAIN WE HAVE BEEN ASKED TO DO THE IMPOSSIBLE. LET'S DO IT AS USUAL." (80-G-215083)

area off Scoglitti, Sicily, on the 10th and lowered her boats early that morning. Despite enemy fire, the ship remained off Scoglitti providing communications services through the 12th and then got underway to return to North Africa. At the end of a fortnight there, she shifted to Mostaganem, Algeria, on 29 July. In mid-August, the vessel moved to Algiers, Algeria. During her periods in port, she prepared for the upcoming invasion of mainland Italy for which she had been designated flagship for the Commander of the 8th Fleet Amphibious Forces in Northwest African Waters.

On 6 September, *Ancon* got underway for Salerno. During the operation, the ship carried Lieutenant General Mark Clark who commanded the 5th Army. At 0330 on 9 September, the first wave of Allied troops hit the beach. Thereafter, she remained in the transport area, undergoing nearly continuous enemy air harassment, until she moved to Palermo, Sicily, to pick up ammunition to replenish her sister ships. She returned to the area off Salerno on the 15th but, the next day, arrived back in Palermo.

After two weeks in that Sicilian port, *Ancon* shaped a course for Algiers. She reached that port on 2 October and spent almost six weeks undergoing repairs and replenishment. In mid-November, she set sail for the United Kingdom and, on 25 November, arrived in Devonport, England, where she was designated the flagship of the 11th Amphibious Force. An extended period of repairs and preparations for the impending invasion of France kept *Ancon* occupied through the winter and much of the

spring participating in numerous training exercises with other Allied warships. On 25 May, King George VI of the United Kingdom visited the ship.

The preparations culminated on 5 June, when *Ancon* got underway for Baie de la Seine, France. She served as flagship for the assault forces that landed on Omaha Beach in Normandy. Throughout the invasion, the ship provided instructions for forces both afloat and ashore. She transferred various units of the Army command to headquarters ashore and made her small boats available to other ships to carry personnel and materials to the beachhead. On 27 June, she got underway to return to England and, the next day, arrived at Portland.

Ancon remained in British waters through late September, when she sailed in a convoy bound for the east coast of the United States. She reached Charleston, S.C., on 9 October and was then assigned to the Amphibious Training Command. At the completion of repairs at the Charleston Navy Yard on 21 December, the ship got underway for sea trials. Five days later, she shaped a course for the Pacific. On the last day of 1944, the ship transited the Panama Canal and joined the Pacific Fleet. She continued on to San Diego, Calif., where she arrived on 9 January 1945.

Upon reaching San Diego, *Ancon* entered Amphibious Group 5. She then proceeded to Pearl Harbor and, during the first two weeks of February, carried out training exercises in Hawaiian waters. On the 15th, she set out for Eniwetok where she paused



Ancon (AGC-4) off Normandy, 7 June 1944, with *PC-564* in the foreground. (80-G-257287)

to refuel before pushing on to Saipan. She reached there late in February and began holding rehearsals off that island and Tinian for the upcoming assault on Okinawa. The ship sailed for the Ryukyus with Transport Squadron 15 on 27 March.

Ancon arrived with TG 51.2 off the southeast coast of Okinawa on 1 April. Due to heavy enemy air activity, the ship stood out to sea on the 3d and set out for Saipan on the 11th. She disembarked marines at Saipan on the 15th. After replenishment, *Ancon* left Saipan to return to Okinawa. For three weeks, she was anchored off the western beaches of Okinawa and supported forces ashore. During this time, the ship was almost continuously at general quarters due to Japanese air raids.

Ancon left Okinawa on 3 June and proceeded to Subic Bay and Manila, Philippines. There, she served as flagship of Commander, 7th Amphibious Force. For the next two months, the ship was involved in preparations for invasion of the Japanese home islands. However, this operation never materialized because Japan capitulated on 15 August. Shortly thereafter, *Ancon* got underway for Tokyo Bay with an intermediate stop at Iwo Jima. On 22 August, the ship rendezvoused with units of the 3d Fleet and sailed on toward Japan.

On the morning of the 29th, *Ancon* sailed into Tokyo Bay and assumed duties as a press release ship in coordination with battleship *Iowa* (BB-61). From the ship's anchorage between *Misouri* (BB-63) and *South Dakota* (BB-57), her crew witnessed the official Japanese surrender on 2 September. *Ancon* left Japanese waters on 20 September and set a course for Guam. She briefly stopped at Apra Harbor on the 27th, pushing on that same day for Saipan. There, the ship embarked occupation troops and supplies before reversing her course on 29 September and heading back to Japan.

On 2 October, *Ancon* was assigned to the 5th Fleet as the headquarters ship for a strategic bombing survey. She touched at Yokohama, Japan, on 3 October and remained in that area through November. Then, her survey duties being completed, the ship got underway on 1 December to return to the United States.

Ancon reached San Francisco Bay on 14 December. She remained at San Francisco in availability until 4 January 1946 when she sailed for the east coast. The vessel retransited the Panama Canal on 14 January and rejoined the Atlantic Fleet. She continued on to the New York Naval Shipyard, where she arrived on the 23d and began deactivation preparations. *Ancon* was decommissioned on 25 February 1946 and was returned to her owner. Her name was struck from the Navy list on 17 April 1946.

Ancon won five battle stars for her World War II service.

Andalusia

A city in southern Alabama, the seat of government for Covington County.

(*PC-1173*: dp. 280; l. 173'8"; b. 23'0"; dr. 10'10"; s. 20.2 k. (tl.); cpl. 65; a. 1 3", 1 40mm., 3 20mm., 2 dep., 2 det.; cl. *PC-461*)

PC-1173 was laid down on 21 April 1943 at Sturgeon Bay, Wis., by the Leathem D. Smith Shipbuilding Co.; launched on 26

June 1943; ferried down to New Orleans; and was commissioned there on 1 November 1943, Lt. William C. French, USNR, in command.

In mid-November, after shakedown training out of Miami, Fla., the submarine chaser began operations out of Key West, Fla., escorting convoys among various ports along the coast of the Gulf of Mexico. On 16 February 1944, she was reassigned to duty escorting convoys between New York and Guantanamo Bay, Cuba. Following brief repairs at Norfolk early in July, *PC-1173* departed that port as a part of Task Force (TF) 61, bound for service in the Mediterranean Sea.

In August, she joined TF 84 for the invasion of southern France. On the 15th, the submarine chaser was off the southern coast of France just to the west of Golfe de St. Tropez operating as a control ship for landing craft. She suffered somewhat from small arms and machine gun fire, and one sailor was wounded slightly by a ricochet. By 1 September, she was serving as escort and station ship at Marseilles, France, under the control of the Commander, 8th Amphibious Force.

That assignment lasted until mid-October when she moved to Palermo, Sicily, for local patrol duty. *PC-1173* cruised the waters along the northern coast of Sicily until 14 February 1945 when her base was changed to Leghorn, Italy, for two months of duty escorting convoys between Leghorn and Marseilles. On 15 April, she became a unit of Amphibious Group 10, assigned to North African waters and based at Oran, Algeria.

PC-1173 stood out of Oran on 27 May 1945. Touching at the Azores and Bermuda, the small ship arrived at Key West on 14 June and, three days later, began a major overhaul. *PC-1173* conducted post-overhaul refresher training out of Miami and arrived at Norfolk on 11 September. Here the submarine chaser had most of her ordnance removed in preparation for air-sea rescue work in the North Atlantic. She departed Norfolk on 25 September; arrived at Argentia Newfoundland, on the 29th; and spent the next six weeks there on ready status. On 8 November, *PC-1173* stood out of Argentia and reached Boston on Armistice Day, 1945.

She later moved south to Green Cove Springs, Fla., where she began preparations for inactivation. *PC-1173* was decommissioned in March 1946 and berthed at Green Cove Springs with the Atlantic Reserve Fleet. She remained in reserve for a little more than 14 years. She was named *Andalusia* on 15 February 1956. Her name was struck from the Navy list on 1 July 1960. She performed her last service to the Navy on 23 November 1965 when aircraft from the nation's newest aircraft carrier, *America* (CVA-66), sank her as a target some 200 miles due east of Cape Charles, Va.

Andalusia received one battle star for World War II service as *PC-1173*.

Anderson

Edwin Alexander Anderson, Jr.—born in Wilmington, N.C., on 16 July 1860—was appointed a cadet midshipman, from the 3d Congressional District of North Carolina, on 28 June 1878, and graduated with the Class of 1882, receiving his ensign's stripe on 1 July 1884 after the customary two years' sea duty.

Anderson advanced slowly up the promotion ladder, such ad-



Anderson (DD-411), underway on Neutrality Patrol in the Atlantic, as seen from the aircraft carrier *Wasp* (CV-7), 29 June 1941. The ship's unusual paint scheme—overall No. 5 “Navy gray” with no hull numbers—reflects security considerations. All identifying markings had been painted out during the ship's transit of the Panama Canal a short time before. (80-CF-2156-1)

vancements in those times being received on basis of seniority; he remained an ensign for ten years before becoming a lieutenant (jg.). Detached from *Columbia* (Cruiser No. 12), Anderson reported on board *Marblehead* (Cruiser No. 11) on 28 January 1897, and was serving in that ship at the time of the outbreak of war with Spain in the spring of 1898.

At that time, the United States Navy threw a blockade around Cuba; by early May 1898, *Marblehead* was operating off the south coast of the island, off the port of Cienfuegos—a cable terminus important to Spanish communications—in company with the converted yacht *Eagle*, *Nashville* (Gunboat No. 7), the revenue cutter *Windom* and the collier *Saturn*.

To sever this vital link, Captain Bowman H. McCalla, senior officer in the group, planned an operation to cut the cable at Cienfuegos, designating Lt. Cameron McRae Winslow as the commanding officer, with Lt. (jg.) Anderson as his second-in-command. Winslow accordingly gave Anderson command of the sailing launches from *Marblehead*.

After the guns of the two warships smashed Spanish positions ashore, the boats moved in to carry out the operation. Anderson's boat quickly snatched up the first cable, and, assisted by *Nashville's* boat, cut it. They soon grappled a second cable and were in the process of cutting it, too, when the Spaniards opened a slow fire that soon grew to volley proportions, from rifles, automatic weapons and 1-pounders. After a Spanish bullet felled the coxswain of Anderson's boat, the latter took the helm himself and began steering the boat seaward, directing his men to keep down between the thwarts. The Spanish fire, however, wounded three more men and holed the boat in many places. After the action, Anderson had nothing but praise for his sailors and marines, commending their intelligent and cheerful work in the exhausting labor of picking up and cutting the heavy cables, working even under heavy fire until ordered to stop. The operation proved successful in another aspect. The ships' gunfire decimated a large Spanish force sent to the area to contest the operation.

Subsequently, Anderson delivered the prize steamer *Adula* to Savannah, Georgia, in July 1898, and was given command of another Spanish prize, the gunboat *Alvarado*. Recommended for advancement in grade for his heroism at Cienfuegos in August 1898, this advancement (five numbers in grade) came finally on 11 February 1901.

Over the first decade of the 20th century, Anderson advanced to commander; among his tours of duty included a stint at the Navy Recruiting Station, Cincinnati, Ohio, and at the Mare Island Navy Yard as ordnance officer before being given command

of *Yorktown* (Gunboat No. 1) in the autumn of 1910. He briefly commanded *Iowa* (Battleship No. 4) during the assemblage of the fleet in New York City before being detached for duty as Captain of the Yard at the Philadelphia Navy Yard.

Late in 1913, Anderson was given command of *New Hampshire* (Battleship No. 25) and while in command of that ship, took part in the American intervention at Veracruz, Mexico, in April of 1914. Given command of the Second Seaman Regiment, Anderson led that bluejacket landing force ashore and so distinguished himself in the fighting that followed that he was awarded the Medal of Honor.

Subsequently attending the Naval War College, Anderson served as Supervisor of Naval Auxiliary Reserves, Norfolk, and later as Commander, Squadron 3, Patrol Force, assigned defense duties out of Key West, Fla., during World War I, with *Dolphin* as his flagship. Appointed a rear admiral to rank from 31 August 1917, Anderson commanded Squadron 1, Patrol Force, Atlantic Fleet, for the duration of the First World War.

Over the next few years, Anderson flew his flag as Commander, Division 1, Cruiser Squadrons, Atlantic Fleet, and as Commandant, 6th Naval District, headquartered at Charleston, S.C., before assuming command of United States Naval Forces in European Waters, with the rank of vice admiral. He was soon redesignated as Commander in Chief, Asiatic Fleet, however, from 28 August 1922.

Continued turmoil in China had occasioned the presence of substantial numbers of foreign warships in Chinese waters, including the Asiatic Fleet. Anderson's ships carried out the usual kinds of peacetime operations ever ready to perform protective service for American nationals. During his tour, however, the Fleet distinguished itself in quite an unexpected fashion.

A severe earthquake rocked Japan, causing heavy damage to such cities as Tokyo and Yokohama. As Secretary of the Navy Edwin Denby reported in 1923, “One of the brightest pages in the history of the Navy has recently been written by the Asiatic Fleet in its mission of mercy to the stricken people of Japan . . .” Admiral Anderson promptly placed his fleet at the disposal of the Japanese, immediately dispatched a division of destroyers from Chinese waters to Yokohama with medical supplies to render assistance. The ships of Destroyer Division 38, led by *Stewart* (DD-224), were in fact the first ships to render assistance to the city of Yokohama. All available naval vessels were laden with clothing, food, medicines, and supplies, and rushed to Japanese waters. Admiral Anderson himself arrived at Yokohama in his flagship, the armored cruiser *Huron* (CA-9) on the afternoon of 6 September 1923.

Within two weeks' time, the United States Ambassador in Japan, Cyrus E. Woods, could cable: "I have been informed by the Foreign Office that food emergency has been met. Only problem remaining is question of distribution. This the Japanese with their organizing ability and their ability to recover from shock desire to handle themselves. It will gratify the American people to know that the prompt action of Admiral Anderson has had much to do with this. American Navy's assistance thoroughly appreciated by the men in the street as well as the Japanese government. I wish to emphasize that in this critical emergency the first assistance from the outside world since the catastrophe was brought by our Asiatic Fleet." Subsequently, the Japanese Ambassador to the United States, M. Hanihara, expressed gratitude for Admiral Anderson's "unflagging zeal and efficiency" that led to the "prompt and gallant assistance" that enabled the situation to be brought "well under control in a short time."

Relieved by Admiral Thomas Washington on 11 October 1923, Anderson returned to the United States, and was placed on the retired list with the permanent rank of rear admiral on 23 March 1924. Anderson died on 23 September 1933, and is buried at Arlington National Cemetery.

(DD-411: dp. 1,620; l. 347'11"; b. 36'1"; dr. 13'4"; s. 38.7 k.; cpl. 251; a. 5 5", 4 .50-cal. mg., 8 21" tt., 2 dct.; cl. *Sims*)

Anderson (DD-411) was laid down on 15 November 1937 at Kearny, N.J., by the Federal Shipbuilding and Drydock Co.; launched on 4 February 1939; sponsored by Mrs. Mertie Loraine Anderson, the widow of the late Rear Admiral Anderson; towed to the New York Navy Yard, and delivered there to the Navy on 18 May 1939; and commissioned on 19 May 1939, Lt. Comdr. William M. Hobby, Jr., in command.

Anderson remained at the New York Navy Yard through June, fitting out, during which time she contributed a landing party of sailors to march in the New York City Flag Day parade on 14 June 1939. Underway from her berth on 5 July 1939, Anderson reached Newport, R.I., on the 7th, mooring to the east dock at the Naval Torpedo Station and taking on board torpedo warheads, exploders, and test equipment before returning to the New York Navy Yard the next day, pausing there only briefly before getting underway later that afternoon for Washington, D.C.

Anchoring off Quantico on the night of 9 July, Anderson steamed up the Potomac River, rendering the prescribed passing honors abeam of Mount Vernon, and arrived at the Washington Navy Yard at 0721 on the 10th. The next day, a number of high-ranking officers informally inspected the new destroyer—the first of the *Sims*-class to be placed in commission—Admiral Harold R. Stark, the Chief of Naval Operations, accompanied by Capt. H. T. Markland; Rear Admirals Robert L. Ghormley, Director of War Plans, and William R. Furlong, Chief of the Bureau of Ordnance, as well as Charles Edison, the Acting Secretary of the Navy.

On 12 July, assisted by the tugs *Tecumseh* (YT-24) and *Undaunted* (YT-125), Anderson got underway for Yorktown, Va. She loaded depth charges at the mine depot at Yorktown before moving to the naval operating base (NOB) at Norfolk, pausing there briefly on 12 and 13 July before getting underway on the 14th for Wilmington, N.C. This port visit had a special quality about it, for Wilmington was the hometown of the man for whom the ship had been named, Admiral Anderson; and it accorded the ship a warm welcome. The local paper editorialized: "It is a pleasure to have you in port and to inspect the magnificent new destroyer named in honor of a distinguished son. The ship and its personnel are a credit to the record and memory of the man for whom your ship is named . . . Therefore, we bid you welcome, and if there is aught that can add to your entertainment while here, you have but to ask any resident and it is yours . . ." Anderson reciprocating this expressed hospitality, gave a tea for Mrs. Anderson, members of the late flag officer's family, and the city officials of Wilmington on the afternoon of 17 July. On the next day, assisted out into the stream by the tug *Battler*, the destroyer made departure from Wilmington.

Reaching NOB, Norfolk, on the 19th, Anderson shifted to the Norfolk Navy Yard that same day to take on board ammunition. After embarking six enlisted marines for transportation to the marine barracks at Guantanamo Bay, Anderson got underway on the 21st for Cuban waters and the initial part of her shake-down cruise. Arriving at Guantanamo on the 24th, the destroyer

disembarked her passengers before operating locally over the next few days.

Anderson then visited San Juan, Puerto Rico (from 1 to 5 August); Coco Solo, Canal Zone (8 to 14 August); and Hamilton, Bermuda (19 to 21 August); St. John's, Newfoundland (25 to 28 August); before she reached Montreal, Canada, on the morning of 31 August. The outbreak of war in Europe the following day found Anderson still moored to the Laurier Dock at Montreal. Underway on 5 September, the destroyer called briefly at Quebec (5 to 6 September) before she headed for Newport. On 8 September, while still en route to her destination, subtle reminders of wartime conditions presented themselves: at 1008, Anderson sighted a merchantman eight miles distant, identifying her as Norwegian by the display of national colors on ship's side. Soon thereafter, a plane, identified as "British" (possibly Royal Canadian Air Force) by the wing markings, circled Anderson at low altitude, obviously scrutinizing the ship thoroughly before banking away and heading for the coast.

Anderson made arrival at the Naval Torpedo Station at Newport the following day, 9 September, and over the next few days served as the underway "target" for torpedo practice conducted by *Jouett* (DD-396) on the testing range in Narragansett Bay. On the 16th, Anderson arrived back at the New York Navy Yard, her shakedown completed, for the installation of her main battery director. After brief periods underway for testing fire control equipment (21 to 22 September), Anderson took departure from New York for NOB, Norfolk, arriving on the 24th.

Anderson conducted gunnery exercises on the Southern Drill Grounds off the Virginia capes, firing at a target towed by the fleet tug *Acushnet* (AT-63) on 26 September before firing anti-aircraft battery practice on the 28th. Pausing briefly at the Norfolk Navy Yard the following day, 29 September, she took departure the same day for New York, arriving at the New York Navy Yard for post-shakedown availability on the morning of 1 October, these repairs and alterations continuing through the end of January 1940.

The destroyer then touched briefly at the Boston Navy Yard before she ran her final acceptance trials off Rockland, Maine, on 7 February 1940, with Rear Admiral H. L. Brinser, president of the Board of Inspection and Survey, embarked. Anderson then paid a return visit to the Boston Navy Yard on 9 February before returning to New York, via the Cape Cod Canal, Buzzard's Bay and Oyster Bay, on 12 February.

Anderson remained at the navy yard through the end of March, after which time she sailed for Newport, for torpedo firing tests on 10 April. At 1130 on the 12th, the destroyer embarked the Honorable John Z. Anderson, a California congressman and member of the House Naval Affairs Committee, and got underway shortly thereafter, reaching NOB, Norfolk, and mooring to pier 7, at 2008 the following day, disembarking her passenger the next morning.

Underway in company with the prototype fast transport *Manley* (APD-1), Anderson stood out, headed for Guantanamo Bay, on the afternoon of 15 April. The next day, 14 hours out of Norfolk, the ships ran into heavy weather. At 0440 on the 16th, the strongback of the port lifeboat was reported to be cracked. Lt. George R. Phelan, the executive officer, gathered men of the deck force in the lee of the galley, amidships, as the ship steered various courses in an attempt to lessen the roll and thereby facilitate efforts to secure the port lifeboat. Between rolls, Lt. Phelan and his men attempted to recover the boat and make it fast, but the effort soon became too dangerous—not worth the lives of the men—and the work had to be abandoned, the boat carrying away completely at 0718. Ultimately, Anderson reached Guantanamo Bay at 0618 on 19 April.

Underway again nine hours later, Anderson, again in company with *Manley*, reached the submarine base at Coco Solo, Canal Zone, on the 21st. Transiting the Panama Canal on the 23d, Anderson proceeded independently up the west coast of central America, reaching Acapulco, Mexico, on the 27th. The next morning, following by nine hours the visit of Comdr. W. M. Dillon, the naval attaché at the United States Embassy in Mexico City, Anderson sent ashore a working party to bring off "naval stores salvaged from the wreck" of the 5,500-ton merchantman *SS Timber Rush* (listed in the 1941 *Merchant Vessel Register* as "abandoned" during the previous year). Underway again four hours later, Anderson rejoined *Manley* on the 30th, and reached San Diego at 0900 on 1 May 1940.

After conducting a brief harbor cruise with 85 Army reserv-

ists embarked on 18 May, *Anderson* got underway to conduct a neutrality patrol off the coast of southern California. During the course of this operation on the 20th, the destroyer sighted a tug five miles away at 0945 and altered course to close and investigate. Closer examination revealed the tug, *Ray P. Clark*, towing a barge laden with horses and bales of hay and flying a distress signal. *Anderson* immediately called away her fire and rescue party and stopped to render assistance—help which only turned out to be giving directions to the tug, that had become lost and needed the course to San Nicolas Island! The assistance duly rendered, *Anderson* continued on her appointed rounds, arriving back at San Diego on the morning of the 23d.

The warship commenced the month of June as plane guard for *Yorktown* (CV-5), as that carrier conducted local operations out of North Island; she later plane guarded for *Yorktown*'s sister ship, *Enterprise* (CV-6) on 19, 20, and 21 June, interspersed with type training and gunnery practices out of Pyramid Cove, San Clemente Island. At 0938 on 22 June, as the ship prepared to sail for Hawaiian waters, Comdr. Allan E. Smith reported on board and broke his pennant in *Anderson* as Commander, Destroyer Division (DesDiv) 3; *Anderson* subsequently took departure from San Diego on the morning of 25 June, sailing in company with *Enterprise* and the destroyers *Hammann* (DD-412), *Mustin* (DD-413), *Sterett* (DD-407), *Hopkins* (DD-248) and *Rowan* (DD-405).

During the passage to Hawaii, *Anderson* alternated with the other destroyers in standing plane guard duty for *Enterprise* and then serving as antisubmarine screen. On 28 June, during morning flight operations, a plane from Scouting Squadron (VS) 6 lost power after being catapulted from the flight deck and was forced to ditch. *Hammann* arrived on the scene first and rescued the pilot and his radioman, *Enterprise* later drew alongside the plane and recovered it. Subsequently, *Anderson* covered the arrival of the force at Pearl Harbor and then followed it in, mooring on the morning of 2 July.

For the next five months, *Anderson* operated locally out of Pearl Harbor and Lahaina Roads. Her operations within the Hawaiian chain took her to Palmyra (22 July) and Christmas Island (23 July); and included such evolutions as antiaircraft and machine gun practices; battle depth charge practices, and torpedo practices, often operating in company with destroyers, light cruisers, and battleships. Interspersed were periods of upkeep back at Pearl Harbor alongside *Altair* (AD-11) between 26 and 28 October, and drydocking (28 to 29 October and again from 30 October to 4 November). The ship also patrolled assigned areas adjacent to the Lahaina Roads anchorage, off Maui, and off Honolulu and Pearl Harbor, intercepting and identifying many merchantmen, and local craft, such as fishing boats, as well as noting the movements of American warships. Following this intensive period of operations in Hawaiian waters, *Anderson* took departure from Pearl Harbor on 2 December 1940, bound for the west coast in company with the rest of Destroyer Squadron (DesRon) 8.

Arriving at San Diego on the afternoon of 8 December, *Anderson* steamed to the Los Angeles Shipbuilding and Drydock Co., San Pedro, Calif., the day after Christmas, and underwent an overhaul there through the first week of January 1941. Then, after operating locally out of Long Beach and San Diego, *Anderson* took departure from San Diego on the morning of 14 January and rendezvoused with *Enterprise* and *Lexington* (CV-2) off San Pedro. The force conducted drills and exercises en route to the Hawaiian Islands, reaching Pearl Harbor on the morning of 21 January.

Anderson resumed operations in the Hawaiian area on 12 February, conducting such evolutions as depth charge practices, night battle practice runs, and gunnery drills, until returning to Pearl Harbor on the 19th. Underway again two days later she conducted more gunnery runs and damage control problems before returning to port that afternoon to provision from the storeship *Arctic* (AF-7). Underway again on the morning of the 22d, *Anderson* patrolled off the entrance to Pearl Harbor and encountered a fishing craft trespassing in a security zone; lowering her motor whaleboat, *Anderson* investigated the craft and warned her owner to keep away from those waters. *Anderson* returned to Pearl Harbor the next morning, 23 February, before resuming the intensive schedule of operations with the other ships in her division that lasted through the end of February.

During March 1941, *Anderson* continued the rapid pace of operations out of Pearl Harbor, operating with the fleet and

honing her skills in antisubmarine warfare tactics and in gunnery. She also operated for a time with *Yorktown*, as plane guard. During flight operations on the morning of 17 March 1941, two Douglas TBD-1s from Torpedo Squadron 5 collided at 1,000 feet and crashed into the sea, 2,500 yards from the carrier. *Yorktown*'s boats recovered the bodies of the pilots, but both planes sank in 2,910 fathoms of water, carrying the other four men—two in each aircraft—with them. *Anderson*—detailed to remain in the vicinity and continue the search—found only small parts of the planes and pieces of clothing.

These evolutions in Hawaiian waters proved to be the last for some time; *Anderson* got underway for the west coast of the United States shortly after noon on 24 March, and reached Mare Island Navy Yard on the last day of the month after first disembarking, at San Francisco, enlisted passengers transported from Pearl Harbor. The destroyer spent all of April 1941 undergoing repairs and alterations at the west coast yard, and on 16 May got underway for her post-repair trials.

After operating briefly in San Francisco Bay, *Anderson* shifted to Long Beach on the 21st, and eight days later, took departure, ostensibly, for the Hawaiian Islands, in company with her division mates: *Hammann*, *Mustin*, and *Rowan*. Interestingly, the ships soon received a change of orders; they rendezvoused with *Philadelphia* (CL-41) on the afternoon of 30 May, and soon proceeded down the coast, bound for Panama, as another increment of the Pacific Fleet was withdrawn to augment the Atlantic Fleet in its undeclared war with the German Navy in the Atlantic.

Transiting the Panama Canal on the night of 8-9 June, *Anderson*—her hull number and name painted out for security reasons—passed the Cristobal breakwater at 0125 on the 9th, en route to Guantanamo Bay. Fueling there on the 11th, *Anderson* got underway the same afternoon, quickly taking up antisubmarine screening station off the port bow of the battleship *Idaho* (BB-42), which she escorted up the eastern seaboard to the Philadelphia Navy Yard, arriving there on 15 June.

The respite in port proved brief, however, since *Anderson* took departure early on the morning of 19 June. Joined by *Rowan* shortly thereafter, the destroyer stood down the Delaware River, and out into the Atlantic. They joined the heavy cruiser *Tuscaloosa* (CA-37) the following morning, and, later, the aircraft carrier *Wasp* (CV-7) shortly after noon on the 21st.

Together, these ships proceeded out into the central Atlantic on neutrality patrol, cruising almost as far as the Cape Verde Islands, "safeguarding the neutrality of the United States." Their voyage took them almost to the edge of the zones defined in operations orders of April and June 1941. *Anderson* served as plane guard for *Wasp* and as antisubmarine screen for the carrier and for *Tuscaloosa* during the patrol that ultimately came to an end at Bermuda on Independence Day, 1941.

After a brief period in Bermudan waters, a break she utilized for a short stint of close range battle practice, *Anderson* took departure on 12 July for Norfolk, reaching her destination the following day. After getting underway from the Tidewater region for torpedo practice on the 17th, the warship sailed north for Boston, and reached the Boston Navy Yard on the afternoon of the 19th.

Anderson then underwent repairs and alterations into early August; during her time in the yard, her number three 5-inch mount was removed to save topside weight and allow the fitting of additional .50-caliber machine guns, extensions to her depth charge tracks, and a "Y"-gun (depth charge projector), in addition to two dozen additional depth charges. Thus refitted to better perform the escort role needed in the developing Battle of the Atlantic, she participated in intensive antisubmarine exercises out of Provincetown, Mass., during the latter half of August 1941 before returning to Boston on the 30th. *Anderson*'s operations now carried her farther north, as she sailed for Casco Bay, Maine, on 2 September, exercising with *Tuscaloosa* en route.

Assigned to Task Force (TF) 15, *Anderson* steamed as part of the escort force for the first major reinforcement convoy bound for Iceland, carrying an Army brigade to augment the marines who had been there since July. The ships reached Reykjavik on the evening of 15 September after a passage enlivened by two "submarine" contacts in *Anderson*'s vicinity: one summarily depth-charged by *Walke* (DD-416) on 8 September; the other by *Hilary P. Jones* (DD-428) on the 10th. Then, between 26 September and 3 October, *Anderson* escorted a convoy to Placentia Bay, Newfoundland.

Anderson remained at Placentia Bay for almost a week before getting underway on the 10th as part of the antisubmarine screen for TF 14, formed around *Yorktown*. This force reached Casco Bay, Maine, on the afternoon of the 13th. Moving down to Provincetown, *Anderson* again conducted antisubmarine exercises; and, as in previous practices, the ship's performance was "outstanding in detecting the presence of a submarine and carrying out a successful attack." Later, after a tender availability alongside *Denebola* (AD-12) at Casco Bay, she resumed her operations at sea with TF 14.

Standing out of Casco Bay on the afternoon of the 26th, with Task Group (TG) 14.3—*Savannah* (CL-42) (the flagship of Rear Admiral H. Kent Hewitt, Commander, Cruisers, Atlantic Fleet), *Philadelphia* (CL-41), *New Mexico* (BB-40), *Yorktown*, and seven destroyers as the escort for a convoy of six British cargo ships bound for the British Isles—*Anderson*, in the inner antisubmarine screen, plane guarded for the carrier as she conducted flight operations covering the convoy as it moved out into the Atlantic.

On 30 October, 700 miles from St. John's, Newfoundland, *Yorktown* had just completed recovering planes and was proceeding ahead to refuel *Sims* (DD-409) when, at 1219, *Anderson* made an underwater contact, 1,300 yards distant. *Anderson* went to general quarters immediately and proceeded ahead to develop the contact dropping a standard pattern of six depth charges at 1225. Five minutes later, *Morris* (DD-418) dropped an "embarrassing barrage". Other ships in the vicinity, however, began sighting porpoises and blackfish, leading Comdr. Frank G. Fahrion, Commander, DesDiv 3 in *Anderson*, to report over the high-frequency radio (TBS) to *Morris* that, in view of the fish sightings, the contact was a false one.

Soon thereafter, however, *Anderson's* men saw an oil slick and lowered a bucket that, when drawn up, contained a mixture of oil, water, and burnt TNT. At 1305, the destroyer picked up a propeller noise and attacked with a second pattern of six depth charges. Soon thereafter, *Hughes* (DD-410), also in on the "hunt," picked up a contact and requested *Anderson* to develop it. The latter dropped another pattern at 1409.

Anderson secured from general quarters at 1421 and then, in company with *Hughes*, tried to develop further contacts or to obtain concrete evidence of a "kill." Unfortunately, it appeared that their quarry had escaped.

After securing from the search at 1503, *Anderson* remained with TF 14 until detached on 6 November. At 1637 on that same day, while steaming in company with *Hammann*, *Anderson* sighted an unidentified ship which instituted radical course changes when she apparently sighted the two American destroyers. As *Hammann* parted company with her sister ship, *Anderson* investigated the stranger, finding her to be the Norwegian-registry tanker SS *Trondheim*, steaming singly from Belfast, Northern Ireland, to Halifax, Nova Scotia. The destroyer then trailed the tanker for a time until securing from the effort at 2246.

Reaching Hvalfjörður on the 7th and fueling from *Sapelo* (AO-11) upon arrival, *Anderson* then spent the next month operating in Icelandic waters, out of Hvalfjörður ("Valley Forge") and Reykjavik ("Rinky Dink"). The ship's last "peacetime" operations consisted of a sweep, in company with battleships *Idaho* and *Mississippi* (BB-41) from Reykjavik across the southern end of the Denmark Strait, between Iceland and Greenland, between 1 and 6 December 1941.

Underway from Hvalfjörður, Iceland, on the morning of 9 December 1941, two days after the Japanese attack upon the Pacific Fleet at Pearl Harbor, halfway across the globe, *Anderson* reached the Norfolk Navy Yard on the 17th, tarrying only a short time before taking departure at 0537 on the 18th for Charleston, S. C. in company with her division mates *Hammann*, *Mustin*, and *Morris*, and reaching their destination the following morning. Unloading ammunition the following day, *Anderson* spent the rest of 1941 undergoing repairs and alterations at the Charleston Navy Yard, including the replacement of her .50-caliber machine guns with 20-millimeter antiaircraft guns.

Three days into 1942, *Anderson* sailed for Norfolk, and after calibrating her degaussing gear on the Wolf Trap degaussing range, near Norfolk, the destroyer arrived at NOB, Norfolk, on the morning of 5 January. Once again, the respite in port proved brief, and at midday on the 6th, *Anderson* cleared Hampton Roads in company with *Morris* and *Hammann*, ultimately taking a screening position on the port beam of *Mississippi* in

the force escorting the battlewagons of BatDiv 3 back to the Pacific.

Over the next four days, the destroyers guarded the two battleships, *New Mexico* and *Mississippi*, and the transport *President Hayes* (AP-39) as they headed down the east coast of the United States and across the Gulf of Mexico. Reaching Cristobal on the morning of 11 January, *Anderson* transited the Panama Canal during the day, mooring at Balboa that afternoon. After taking on fuel the destroyer was underway once more, that evening, bound for San Diego. On the second leg of the voyage, all ships remained alert; within two days of departure from Panama, *Anderson's* lookouts reported a torpedo track at 0113 on 13 January; the sighting is puzzling, since no other ship in the formation reported sighting a torpedo track! Over the next four days, the ships sighted, challenged and identified two ships, both of which proved to be friendly: the British-registry *Ocean Voice* and the American-registry *Kishacoquillas*, on 15 and 17 January, respectively.

During the passage, the ships honed up their gunnery skills, and the battleships' Vought OS2Us simulated dive, torpedo, and high-level bombing attacks on the convoy. Off San Francisco Bay, the submarine jitters struck again, this time as *Hammann* reported a contact on the morning of 22 January and depth charged the "contact" with negative results. The odyssey from the east coast completed, *Anderson* moored in a nest at pier 54, San Francisco, at 1250, 22 January 1942.

Anderson subsequently unmoored on the morning of 25 January, after having undergone a brief tender availability in a nest alongside *Dixie* (AD-14) and stood out of San Francisco Bay, bound for a rendezvous with Convoy 2019.

Hampered by the typical foggy conditions surrounding the bay area, assembly took some time, but ultimately, with all units present and accounted for, the convoy set out for the Hawaiian Islands. *Anderson* covered the entry of the ships into the Pearl Harbor channel shortly before noon on 2 February.

Anderson spent the next two weeks either at, or operating locally from, Pearl Harbor. Her underway periods included a turn at the Pearl Harbor entrance patrol (11 to 12 February) and duty screening the heavy cruiser *Louisville* (CA-28) as that ship conducted gunnery exercises on 14 February.

Underway at 0817 on 16 February, *Anderson* stood out to sea, joining up with TF 17—consisting of *Yorktown*, the heavy cruisers *Astoria* (CA-34) and *Louisville*, and *Anderson's* sisterships *Hammann*, *Sims* and *Walke*, under Rear Admiral Frank Jack Fletcher—later that afternoon. The next two weeks found the *Yorktown* task force working its way toward the southwest Pacific. On 6 March 1942, TF 17 rendezvoused with TF 11 under Vice Admiral Wilson Brown, to raid the Japanese stronghold of Rabaul.

While Brown's and Fletcher's ships were en route to that area, however, Australian reconnaissance planes detected a Japanese invasion force moving toward the settlements of Lae and Salamaua, on the eastern coast of New Guinea. Both fell with little resistance, but the incipient enemy base, and the airfields at both places, presented the Allies with a fine new target, and a chance to get back at the enemy at his most vulnerable time—before he had consolidated his beachhead. The raid on Rabaul was shelved.

To provide security for the carriers' operations in the Gulf of Papua, Brown detached a surface force to remain in the waters of the Louisiade Archipelago, near Rossel Island, to intercept any enemy thrust toward Port Moresby and cover the arrival of Army troops scheduled to arrive at about that time at Noumea, New Caledonia. He placed this force—*Astoria*, *Chicago* (CA-29), *Louisville*, and HMAS *Australia* and the destroyers, *Anderson*, *Sims*, *Hammann*, and *Hughes*—under Rear Admiral John G. Grace, Royal Navy. While the patrol proved uneventful for Grace's ships, which rejoined TF 11 on 14 March, the Lae-Salamaua raid carried out by the planes from *Yorktown* and *Lexington* forced the Japanese to husband carefully their amphibious resources, already on the proverbial "shoestring," for their planned operations in the Solomons.

Anderson operated with *Yorktown* through late April, patrolling the Coral Sea as the sole barrier against Japanese expansion in that region, putting into Tongatabu, in the Tonga (or "Friendly") Islands, late that month. With intelligence data indicating that the postponed movement against Tulagi, in the Solomons, was imminent—confirmed by the Japanese landing men and supplies

there on 29 April and establishing a seaplane base on the heels of the retreating Australian garrison, TF 17 moved north to deal with this threat.

On 4 May, *Anderson*—her men “anxious to get a chance to attack” the enemy—screened *Yorktown* as she launched three attacks on the incipient base at Tulagi, the carrier’s planes sinking a destroyer and some small auxiliaries, at the relatively modest cost of only three aircraft (whose crews were later recovered). Reinforced on 6 May by Rear Admiral Aubrey W. Fitch’s TF 11, Rear Admiral Fletcher planned to meet the Japanese in the Coral Sea on 7 May, to stop the enemy thrust toward Port Moresby.

On that day, each side attempted to strike blows with carrier aircraft; the Americans enjoying more success in that planes from *Yorktown* and *Lexington* sank the light carrier *Shoho*. Japanese planes, attempting to strike the Americans, could not find them in the gathering darkness, and a twilight encounter between the returning Japanese air groups and American fighters robbed the enemy of experienced crews as well as virtually irreplaceable aircraft. *Anderson*, assigned to the Air Group (TG 17.5), operated in the screen of *Lexington*.

The Japanese Striking Force, however, formed around the fleet carriers *Shokaku* and *Zuikaku* was, on the 7th, well south of Guadalcanal. The same day that American planes had dispatched *Shoho*, planes from the enemy carriers sank the destroyer *Sims* and damaged the oiler *Neosho* (AO-23) so severely that she had to be sunk later.

The next morning some 170 miles separated the two forces. The Americans struck first, crippling *Shokaku*; antiaircraft fire and combat air patrol aircraft soon decimated the *Zuikaku* air group. Meanwhile, the American carriers had taken divergent courses as the incoming Japanese strike neared them, *Yorktown*, *Lexington*, and their respective screens drawing three or four miles apart; *Anderson* continued to screen *Lexington*. About 1116 on 8 May, the first of the Japanese planes came in on the attack, which lasted until 1200. During the attack, *Anderson* maintained station on *Lexington*, constantly firing at the enemy, but scoring no hits. With the exception of one burst of machine gun fire, the destroyer was not attacked, the enemy concentrating his attack on *Lexington*.

“Lady Lex” took two hits on the port side. Then dive bombers (“Vals”) punctured her with near misses and staggered her with two direct hits. A bomb smashed into the port forward gun gallery, and another exploded inside the carrier’s funnel. During the afternoon her fires were brought under control and her list corrected. But the explosions had ruptured her gasoline pipes, and about 1445 a series of explosions occurred, setting off internal fires. *Anderson* stood by to render assistance and pick up survivors as the big carrier was abandoned, and rescued 377 men. Eventually, *Phelps* (DD-361) had to sink *Lexington* with torpedoes.

The first battle fought with neither side sighting the other except from the cockpits of their respective aircraft, the engagement in the Coral Sea stopped the Japanese thrust toward Port Moresby. It was a strategic victory for the Allies, but a tactical one for the enemy, since the Japanese had inflicted heavier damage on the American carriers. Besides the loss of *Lexington*, *Yorktown* had been badly damaged.

On 10 May, *Anderson* transferred the 377 *Lexington* sailors to the heavy cruiser *Portland* (CA-33), and, the following day, put into Noumea, New Caledonia, where she transferred five torpedoes to *Phelps*, which had expended torpedoes in attempting to sink *Lexington*. She sailed thence to Tongatabu, where she rejoined TF 17. On 28 May, she reached Pearl Harbor. Her rest, however, was to prove short, for forces were needed to thwart a new Japanese thrust—this one directed at Midway to draw out the United States fleet in a decisive battle. *Anderson* sortied again with TF 17 on 30 May, again in the screen for *Yorktown*, which had been hastily repaired.

On 4 June, Japanese planes struck the island of Midway with little opposition, and returned to their carriers to re-arm for a second strike. Confusion on the Japanese side as to what forces they found themselves facing proved fatal, as the American air attack from *Yorktown*, *Enterprise*, and *Hornet* (CV-8) caught the enemy at a vulnerable moment. While torpedo planes from the three carriers successively drew off the combat air patrols, dive bombers from *Yorktown* and *Enterprise* wrought mortal damage on three of the four enemy carriers engaged.

Planes from *Hiryu*, the one enemy flattop that had escaped

destruction that morning, however, soon sought out the Americans and located TF 17. Although decimated by TF 17’s combat air patrol, the Japanese strike group (“Vals”) managed to score damaging hits on *Yorktown*, causing her to go dead in the water. *Anderson*’s gunners claimed two Japanese planes downed as they retired from the scene. *Yorktown*, however, was underway again two hours later, her fires put out and power restored, and commencing to launch fighters when a second attack wave—this time composed of torpedo planes (“Kates”)—showed up. In the developing melee, *Anderson* splashed one “Kate” before it had a chance to launch its torpedo, but others managed to penetrate the terrific barrage and drop their deadly ordnance, scoring two hits on the carrier’s port side amidships.

Anderson’s gunners claimed one of the retiring planes with a direct hit. As *Yorktown*, mortally wounded, slowed to a halt for the second time that day, *Anderson* picked up Ens. Milton Tootle, IV, USNR, a pilot from the carrier’s Fighting Squadron (VF) 3 who had been shot down attacking a Japanese torpedo plane. The destroyer then closed *Yorktown* and picked up 203 more men.

While TF 17 gathered *Yorktown*’s men and then cleared the area, the ship remained stubbornly afloat. When it became evident that the carrier would not sink immediately and might be saved, Admiral Fletcher ordered a salvage party put on board. Under tow by the fleet tug *Vireo* (AT-144) and with a salvage party on board composed of volunteers from the various ship departments, *Yorktown* appeared to be on the threshold of salvage. The arrival of the Japanese submarine *I-168*, however, changed all that, and the gallant carrier was torpedoed on 6 June, along with *Hammann*. The latter sank immediately; *Yorktown* lingered until the following morning when she, too, sank.

Anderson returned to Pearl Harbor on 13 June. Between 8 and 15 July she escorted *Fulton* (AS-11) to Midway, and between 22 and 27 July, she escorted the escort carrier *Long Island* (AVG-1) to Palmyra Island and back to Pearl Harbor.

On 17 August, *Anderson* sortied from Pearl Harbor with TF 17, enroute to the Solomons area, where she sighted and joined TF 61 on 29 August. *Anderson* was assigned as screen for *Hornet* in TG 61.2. The Battle of the Eastern Solomons, which had taken place on 24 August, had turned back a major Japanese attempt to recapture Guadalcanal. Enemy submarines, however, still lurked in the waters east of Guadalcanal. On 31 August, *Saratoga* (CV-3), in TG 61.1, was torpedoed and damaged, and forced to retire to Tongatabu. On 14 September, six transports carrying reinforcements and supplies for Guadalcanal departed Espiritu Santo, with the task groups formed around *Wasp* (CV-7) and *Hornet* in support.

Enemy submarines, however, again made their deadly presence felt. On 15 September, *I-19* torpedoed *Wasp*. At that time, *Anderson* was screening *Hornet*, about six miles northeast of *Wasp*. A few minutes later, torpedoes were spotted racing toward *Hornet*, which maneuvered to avoid them. They passed ahead, one smashing into *North Carolina* (BB-55) and the other into *O’Brien*. *Anderson* was ordered to stand by the stricken battleship, and escorted her to Tongatabu on the 19th.

During the remainder of September 1942, *Anderson* escorted a Dutch convoy to Dumbea Bay, New Caledonia, then on 3 October sortied with TF 17 enroute to launch an air attack against enemy vessels in the Buin-Faisi area. On 3 October, *Anderson* was detached to proceed to the rescue of a downed pilot. The pilot was not found, and since the task force was by that time too far away to enable her to rejoin before the mission was accomplished, she proceeded singly to Noumea.

She rejoined TF 17 on 8 October, and on the 15th, received orders to proceed north to the Guadalcanal area to strike enemy forces in order to relieve pressure there. *Hornet* launched strikes on the 16th, and on the 24th the force joined with TF 16 to form TF 61. On 26 October, the American ships engaged a numerically superior Japanese striking force in the Battle of the Santa Cruz Islands. Contact between the two opposing forces, as at Coral Sea, was almost simultaneous. During the day planes from the *Enterprise* and *Hornet* damaged two enemy carriers, a cruiser, and two destroyers. American ship casualties, however, were considerably heavier.

At 1010 on that morning some 27 planes attacked *Hornet*. *Anderson* opened fire, scoring hits on two planes, and splashing one. One bomb hit *Hornet*’s flight deck, then a “Val” crashed the ship. A moment later two “Kates” swept in, launching torpedoes

which hit the carrier's engineering spaces. As she slowed to a halt, she was hit by three more bombs and another "Val." During this melee, *Anderson* succeeded in downing another torpedo plane, scored hits on several others, and took one machine gun bullet hit causing a small crack and dent in her side plating amidships.

At noon, *Northampton* attempted to take *Hornet* in tow, but at 1815 another flock of enemy dive-bombers and torpedo planes roared in to attack the crippled carrier. A veritable sitting duck, she took a torpedo and a bomb hit, and abandoned ship. *Anderson* moved in to pick up survivors, taking on board 247 men. *Mustin* was ordered to sink the hulk, and scored three torpedo hits, but *Hornet* remained stubbornly afloat. *Anderson* was ordered to finish the job and slammed six torpedoes into the target, but she still remained afloat. *Anderson* and *Mustin* shelled *Hornet*, but the arrival of Japanese destroyers on the horizon forced the two American destroyers to take a hurried departure. On the morning of 27 October, Japanese destroyers performed the final rites for *Hornet* with four torpedoes.

During the Japanese attack on *Hornet*, the *Enterprise* group over the horizon had not gone unscathed. The destroyer *Porter* (DD-356) was sunk inadvertently by an American aircraft torpedo, *Enterprise* suffered three bomb hits; the destroyer *Smith* (DD-378) was severely damaged by a suicider; and both *South Dakota* (BB-57) and *San Juan* (CL-53) suffered minor damage from bomb hits. Although the American forces had suffered heavier damage, they had succeeded in stopping the Japanese thrust toward Guadalcanal.

During November 1942, *Anderson* participated in further operations in the waters off Guadalcanal, screening a transport group landing troops in Lunga Roads and providing call fire during landings on 4 to 6 November, and screening *Enterprise* during strikes against enemy shipping at Guadalcanal on 13 and 14 November.

During December 1942 and until 23 January 1943, the ship operated with TF 16 out of Espiritu Santo on antisubmarine patrol and training. Between 23 January and 3 February, she escorted Task Unit (TU) 62.4.7, a merchant ship convoy, to Guadalcanal to unload, and returned to Espiritu Santo. While in the Solomons, she conducted a photographic reconnaissance and bombardment of enemy-held beaches on northern coast of Guadalcanal on 29 January in company with *Wilson* (DD-408).

Anderson continued to operate out of the New Hebrides Islands on hunter-killer missions, and escort runs for a fueling rendezvous with TF 67 and TF 68 until 7 March 1943. She arrived at Pearl Harbor on 22 March and received onward routing back to the United States. From 9 April to 8 June she lay at San Francisco undergoing overhaul and repairs.

Following an escort run to Pearl Harbor and back in June, *Anderson* departed San Francisco on 11 July with TG 96.1 enroute to Kodiak, Alaska, arriving on the 21st. Joining TG 16.17 on 30 July, she participated in bombardments of Kiska on 2 and 15 August 1943. The ship remained in the Aleutians on patrol duty until 21 September, when she departed for Pearl Harbor.

From 14 October to 1 November, *Anderson* lay at Wellington, New Zealand, staging with the transports for the next operation. With TF 53, she arrived at her objective on 19 November 1943—Tarawa. As a part of Fire Support Group No. 3, she took station off the eastern end of Betio on D-day, 20 November, and began conducting bombardments of assigned targets. Betio was captured by the 24th, but *Anderson* remained in the general area on radar picket patrol and rendered intermittent call fire until 29 November, when she departed for Pearl Harbor.

By 21 December 1943 she was back in San Diego to escort the 4th Marine Division to Kwajalein. Enroute, *Anderson* was one of the units designated to conduct a diversionary strike at Wotje on 30 January 1944. As one of the leading destroyers she opened the bombardment at 0642 and began to maneuver to avoid enemy return fire. At 0646, a shell hit in her combat information center (CIC), killing the commanding officer, Lt. Comdr. John G. Tennent, III, two ensigns, and three enlisted men, and wounding 14 others. Her executive officer immediately assumed command and kept her firing until she could maneuver to seaward to act as antisubmarine screen until completion of the Wotje bombardment at noon. The next day *Anderson* approached the objective islands of Roi and Namur, Kwajalein Atoll, and screened to seaward as the heavy units began the bombardment. On 1 February, while transferring her wounded, she struck an uncharted pinnacle and had to be towed to Pearl Harbor.

Following the completion of repairs on 15 June, the destroyer sailed to the southwest Pacific. Following an escort run to Oro Bay, New Guinea, *Anderson* arrived off Cape Sansapor, New Guinea, on 1 August with TG 77.3. During the landing operations she operated on antisubmarine station between Amsterdam Island and Cape Oparai, then conducted patrols off Woendi harbor, and Cape Sansapor until 25 August. During the Morotai landings on 15 September 1944, the ship rendered call fire and conducted patrols off White beach.

On 12 October, *Anderson* departed Seeadler Harbor with TG 78.2 for the landing operations at Leyte Gulf. Arriving in the area on 20 October, she took up patrol during the initial assault and until she joined TG 77.2 on the 25th. This group was under enemy air attack and *Anderson* fired on several planes without results. On 1 November, enemy air attacks were intense. The ship scored hits on several planes, splashing one. At 1812 on that day an "Oscar" (Nakajima Ki. 43 fighter) crashed into the ship's port side, aft of the break in the deck. *Anderson* suffered 14 dead and 22 wounded. Two of the wounded later died.

Departing Leyte on 3 November 1944 and steaming via Hollandia, Manus, and Majuro, *Anderson* arrived at Pearl Harbor on 29 November 1944. There she received orders to proceed to San Francisco, where she moored on 9 December to begin repairs.

On 11 May 1945, she arrived at Attu, Alaska where she was assigned to TG 92.2. Eight days later, *Anderson* took part in a bombardment of Suribachi Wan and a sweep in the Sea of Okhotsk. Between 10 and 12 June, she participated in the bombardment of enemy shore installations on Matsuwa To, Kuril Islands, and another anti-shipping sweep in the Sea of Okhotsk. While the remainder of the task group entered that body of water to intercept an enemy convoy headed south from Paramushiro on 23 to 25 June, *Anderson*, *Hughes*, and *Trenton* (CL-11) established a patrol east of the Kurils to thwart any attempt of the convoy to escape into the Pacific. Between 15 and 22 July, *Anderson* conducted a patrol east of the Kurils, an anti-shipping sweep in the Sea of Okhotsk, and another bombardment of Suribachi Wan, Paramushiro To, Kurils. Another sweep was made in the Sea of Okhotsk, coupled with another bombardment of Matsuwa To, Kurils, on 11 and 12 August 1945.

Anderson remained with the Northern Pacific Force for the remainder of the war, and departed Alaskan waters for Japan on 27 August. She reached Ominato, Japan, on 8 September, and supported the occupation of northern Honshu through 30 October. She departed Japanese waters on that date, bound for the United States, and arrived at San Diego on 1 December. She was earmarked for retention in an inactive status in view of the experimental tests to which she would be subjected. Two days after Christmas, she got underway for Hawaiian waters. Arriving at Pearl Harbor on 3 January 1946, *Anderson* was assigned to Joint Task Force 1 on 15 May, and was slated to be utilized in the tests of the atomic bomb at Bikini Atoll. She reached her ultimate destination on 30 May 1946.

On 1 July 1946, the bomb used in Test "Able" sank *Anderson* in Bikini lagoon. Her name was struck from the Naval Vessel Register on 25 September 1946.

Anderson was awarded ten battle stars for her World War II service.

Anderson, General A. E., see *General A. E. Anderson* (AP-111).

Anderson, Margaret, see *Margaret Anderson* (SP-1203).

Anderson, Richard B., see *Richard B. Anderson* (DD-786).

Anderson, William G., see *William G. Anderson*.

Anderton

(Tr: t. 290; l. 139'6"; b. 23'7"; dr. 10' (mean); s. 12 k.; cpl. 35; a. 1 3', 2 .30-cal. Colt mg., 1 .30-cal. Lewis mg.)

Raymond J. Anderton—a wooden-hulled, single-screw "Menhaden fisherman"-type trawler built in 1911 at Noank (a district

within Groton), Conn., by Robert Palmer and Sons operated, by 1917, by the Atlantic Fertilizer and Oil Co.—was “enrolled” and purchased by the Navy on 7 June 1917 and ordered delivered on 18 June. However, prior to her commissioning, the ship’s name was changed by General Order No. 314 of 28 July 1917 to simply *Anderton*. Nevertheless, despite the order, *Anderton* would sometimes in the future be referred to by her full former name, or as *R. J. Anderton*.

Designated SP-530 and commissioned at the Boston Navy Yard on 18 August 1917, Chief Boatswain Frederick L. Muller in command, *Anderton* was fitted out there, assigned to Squadron 4, Patrol Force, and earmarked for duty along the coast of France. Additional “Menhaden Fishermen” soon swelled the ranks of the squadron which soon proceeded via the Azores to Brest where they arrived on 18 September. At the outset, the trawlers were assigned coastal convoy duty in order to familiarize the crews of the ships with the coast and channels—work for which they soon proved to be ill-suited.

The loss of *Rehoboth* (SP-384) on 4 October—which had foundered off Ushant—prompted the withdrawal of the trawlers from open-sea work and their assignment to the task of minesweeping. *Anderton*, one of the first four ships in the unit to have her minesweeping gear installed, departed Brest on 3 December in company with three of her near sisters, and, on the 6th, put over her “kites” for exercises in Quiberon Bay. To *Anderton* went the honor of exploding the first mine caught in her sweep gear, on 13 February 1918; on 21 February *Anderton* and *McNeal* (SP-333) cut two apiece.

Squadron 4’s loss of two other ships around this time highlighted the danger lurking in those coastal waters. On 12 January 1918, *Bauman* (SP-377), while operating in a fog near Concarneau, struck a rock and began taking on water. *Anderton* sped to rescue; but, despite her best efforts to tow the disabled sister to port, *Bauman* sank before she could be brought into Lorient. Within two weeks, the squadron flagship, the yacht *Guinevere* (SP-512) was lost in much the same fashion.

For the remainder of hostilities in World War I, *Anderton* operated out of Lorient. Besides sweeping duty and covering the convoy routes from Penmarch to Bouy de Boeufs, *Anderton* and her sisters reinforced coastal convoys as required, cleared the Teignouse Channel and other important passages for troopships in the vicinity of Belle Isle; and, when the activities of the Central Powers’ submarines demanded it, operated at night off Penmarch, with her primitive listening gear (“sea tubes”) in operation to detect U-boats.

Illustrating this escort work, when the transport *Mount Vernon* was torpedoed on 5 September 1918, *Barnegat* (SP-1232) and *Anderton* assisted her into Brest for repairs. Since drifting mines were unaware of the end to hostilities, sweeping had to continue in the weeks following the armistice to make sure that shipping could travel safely. Finally, in the spring of 1919, when their work in France had finally been completed, *Anderton* and her sister ships prepared for the voyage home. They set out from Brest on the morning of 27 April 1919, but rough weather soon forced them to return to port. As *Anderton* did so, she towed the disabled *Courtney* (SP-375), but the latter sank that evening about 25 minutes before the returning convoy sighted Armen light. A northwesterly gale made the sea very rough, and the remaining ships had to fight heavy seas, snow, and hail squalls before they reached haven at Brest on the afternoon of the 28th. Two other trawlers, *Douglas* (SP-313) and *James* (SP-429), had also gone down.

Anderton remained at Brest through the summer of 1919, and was ultimately decommissioned there on 8 September 1919. While some of her sister ships were sold abroad, *Anderton* went back to her prewar owner. She operated under her full original name, *Raymond J. Anderton*, until 1922.

Andradite

Any several types of garnet varying widely in color.

(PYc-11: dp. 225; l. 140'7"; b. 23'7"; dr. 8'10"; s. 11.5 k.; cpl. 56; a. 1 3", 1 dep. (Y-gun), 2 det., 2 .30-cal. mg.)

Andradite—a yacht built in 1927 at Bay City, Mich., by the Defoe Boat & Motor Works as *Cameco*—was acquired by the Navy at San Pedro, Calif., from Mr. G. L. Machris on 16 March

1942; converted for naval service by a civilian shipyard; and placed in commission at the Mare Island Navy Yard on 18 April 1942, Lt. (jg.) Anderson J. Crabb, USNR, in command.

Assigned to the Commander, Western Sea Frontier, she conducted patrols in San Diego harbor and in the San Francisco area. She also served in those areas as a plane guard ship and a weather station ship. On 19 December 1945, the converted yacht was decommissioned at San Pedro, Calif., and her name was struck from the Navy list on 8 January 1946. She was transferred to the Maritime Commission on 22 January 1947 for disposal.

Andres

Eric Theodore Andres—born on 12 May 1915 at Flint, Mich.—received a bachelor’s degree from Valparaiso University in 1937. After enlisting in the Naval Reserve on 25 October 1941 at Chicago, Ill., he underwent his initial naval training at the Naval Reserve Midshipman’s School at Northwestern University. Promoted to ensign on 15 May 1942, Andres was assigned to duty in the heavy cruiser *Astoria* (CA-34), and joined his ship soon thereafter. The young officer was killed in *Astoria* during the Battle of Savo Island on 9 August 1942.

(DE-45: dp. 1,140; l. 289'5"; b. 35'2"; dr. 11'; s. 21.5 k.; cpl. 156; a. 3 3", 2 40mm., 9 20mm., 2 det., 8 dep., 1 dep. (hh.); cl. *Everts*)

The destroyer escort *Capel*, allocated to the Royal Navy under Lend-Lease and given classification BDE-45, was laid down on 12 February 1942 by the Philadelphia Navy Yard; launched on 24 July 1942; sponsored by Miss Mary Elizabeth Schumacher, the daughter of Capt. Theodore L. Schumacher, USN, who was assigned to the Philadelphia Navy Yard; reclassified to DE-45 on 25 January 1943 when the ship was reallocated to the United States Navy; renamed *Andres* on 4 March 1943; and commissioned at her builders’ yard on 15 March 1943, Lt. Comdr. Clayton R. Simmers in command.

After fitting out, undergoing post-commissioning alterations, and completing acceptance trials, *Andres* proceeded to Bermuda, whence she carried out her shakedown from 12 April to 3 May. Upon completion of this training, she sailed for Philadelphia on 3 May.

While in the course of her homeward voyage, at 1913 on the 4th, she sighted red signal rockets off her port bow and, two minutes later, went to general quarters, changing course toward the direction of the rockets. Soon thereafter, she spotted a dinghy, awash in the sea, containing four men, 1,500 yards off her port bow, and three life rafts lashed together about 1,000 yards beyond. *Andres* then steered various courses and speeds, picking up men from the water; these proved to be the 31 survivors (28 merchant seamen and three members of the Navy armed guard detachment) of USAT *Oneida*, which, after straggling from a coastal convoy en route from New York to Guantanamo Bay, had foundered and sunk in bad weather at 0213 on 4 May, some 70 miles northeast of Cape Charles. The men had drifted nine and a half miles since the sinking. Completing the rescue effort at 1950, and ascertaining from the survivors that no additional boats and rafts had gotten clear of *Oneida* before she had gone down, *Andres* then resumed her voyage to Philadelphia. She moored at the Navy Yard at 1257 on 5 May, and disembarked the 31 rescued men later the same day.

Following post-shakedown repairs and alterations, *Andres* then conducted further training off Rockland, Maine, and out of New London, Conn., before she proceeded to Miami, arriving there on 10 June 1943 for duty with the Operational Training Command, Atlantic Fleet. She then operated principally in the Florida Straits area as a school ship at the Submarine Chaser Training School (SCTS), Miami, indoctrinating student officers and nucleus crews, and interspersed this training with periodic overhauls at the Charleston (S.C.) Navy Yard (19-29 March, 25 June-1 July, and 16-26 October 1944).

Detached from that duty on 28 November 1944, *Andres* proceeded to New York, reaching that port on 1 December 1944, and reported for duty with Escort Division (CortDiv) 80 the following day. After refresher training out of Casco Bay, Maine, the destroyer escort then proceeded to Norfolk, where she was assigned to Task Force 64. Over the next five months, *Andres* operated with CortDiv 80 and escorted convoys to Gibraltar and back. News of the German surrender reached her on 7 May 1945



Andres (DE-45) at the Philadelphia Navy Yard, 25 March 1943. In the background, to the right, lie *Olympia* (IX-40) and the hulk of *Taylor* (DD-94). (NH 92285)

shortly after she had conducted antisubmarine warfare exercises off Mers-El-Kebir in company with her sister ships *Edgar G. Chase* (DE-16) and *John M. Birmingham* (DE-530) and the French submarine *Doris*, and had concluded a "rescue of survivors drill." *Andres* returned to the United States on 28 May 1945.

Following upkeep at New York, *Andres* conducted further training out of Casco Bay before she proceeded back to Miami, arriving there on 20 July. She resumed work as a training ship, this time with the Naval Training Center, Miami. Word of the Japanese surrender, on 14 August 1945, found ship operating south of the Dry Tortugas.

Detached from the Naval Training Center, Miami, on 8 September 1945, *Andres* sailed in company with the other ships of CortDiv 80, and reached the Charleston Naval Shipyard on 9 September 1945 to commence inactivation. Decommissioned there on 18 October 1945, *Andres* was struck from the Naval Vessel Register on 1 November 1945. She was scrapped in February 1946.

Andrew Doria

The anglicized spelling of Andrea Doria, a Genoese patriot, statesman, and admiral. Born at Oneglia (now Imperia) on the Gulf of Genoa, on 30 November 1466 of a well-established Geno-

ese family, Doria lost his parents in early childhood. Forced to shift for himself he became a soldier of fortune and, at different times, served under several popes, the kings of Naples and France, and the Holy Roman Emperor. Although, as a mercenary, he fought under many flags, Doria maintained a constant devotion to Genoa, which he liberated from France in the autumn of 1528. Thereafter, he served and controlled the city state for the remainder of his life. Widely recognized as the outstanding naval leader of his era, Doria fought the forces afloat of both the Ottoman Sultan and his Barbary vassals. The Genoese recognized his great contribution to their city by granting him the title, *Liberator et Pater Patria*, "Liberator and Father of our Homeland." After remaining active into his 10th decade, Doria died on 25 November 1560.

I

(Brigantine: cpl. 112; a. 14 4-pdr.)

The first *Andrew Doria* was a merchant brig whose purchase was authorized by the Continental Congress on 13 October 1775. Acquired by the Marine Committee in mid-November, the brig—whose merchant name seems to have been *Defiance*—was renamed *Andrew Doria*, moored in Wharton and Humphreys shipyard, and turned over for conversion to a warship to a trio of men who had won prominence in Philadelphia shipping circles:



Andrew Doria receives a salute from the Dutch fort at St. Eustatius, 16 November 1776, the first rendered to the American flag by a foreign power, as depicted in this painting by Philips Melville. (NH 92866-KN)

Joshua Humphreys, who was given charge of strengthening her hull while opening gunports; John Barry, who was to superintend her rerigging; and John Falconer, who was to oversee matters of ordnance and provisioning.

Three other merchantmen were also bought by the Marine Committee at about the time that it took possession of *Defiance*: the ship *Black Prince*, renamed *Alfred*; the ship *Sally*, renamed *Columbus*; and the brig *Sally*, renamed *Cabot*. The committee gave command of this small fleet to Commodore Esek Hopkins, a Rhode Islander who had commanded privateers during the French and Indian war.

Hopkins's orders called for him to take his fleet to Chesapeake Bay and, if it did not encounter markedly superior enemy forces there, to clear those waters of British warships and Lord Dunmore's fleet which had been preying upon American shipping and annoying coastal settlements. Upon completing that task, Hopkins was to sail south to render similar service in Carolina waters. If, for any reason, Hopkins found it impractical to carry out the above, he was to use his own judgement in conducting such operations which would be "... most useful to the American cause"

Commanded by Capt. Nicholas Biddle, *Andrew Doria* departed Philadelphia on the afternoon of 4 January 1776 as a warship in Hopkins's small fleet, moved down stream, and came to off Liberty Island (Mud Island) shortly after dusk. During the night, the weather turned bitterly cold, freezing the Delaware River from shore to shore and holding the American ships in the grip of the ice for more than a week. With the first thaw, a fifth warship, the sloop *Providence*, joined the American fleet. On the 17th, the ships dropped further downstream to Port Penn on the Delaware shore behind Reedy Island where cold weather returned and they were again ice-bound. They remained there until 11 February when Hopkins was able to move them—and the small sloop *Fly*, which had recently joined the squadron—to Cape Henlopen. There, two vessels from Maryland, the sloop *Hornet* and the schooner *Wasp*, completed Hopkins's force.

On 17 February, *Andrew Doria* and her consorts weighed anchor and, leaving the Delaware capes in their wake, stood out to sea. However, by this time, Hopkins had decided to take advantage of the discretion offered him and skip his missions in the Chesapeake and along the coasts of the Carolinas. Instead, he took his fleet to the Bahamas for a raid on the island of New Providence, to seize a large supply of gunpowder reportedly stored in the two forts that protected Nassau. In the event that his vessels became separated during the voyage south, Hopkins ordered his captain to rendezvous off the southern coast of Abaco Island, which they reached on 1 March. As she stood toward Abaco, *Alfred* captured two small coastal sloops, and Hopkins heard from the prisoners that New Providence lay undefended before him.

That intelligence and the prizes that brought it became the heart of the plan of attack against New Providence which was worked out in a conference of officers held on board the flagship later that day. Nassau Harbor lies on the northern coast of New Providence, immediately above Nassau, and was shielded on the northeast by Hog Island, a long, narrow strip of land running east and west roughly parallel to the shore, and on the northwest by a group of small keys.

Hopkins planned to take the city by frontal assault, slipping his landing party—which consisted of some 270 sailors and marines—into the harbor hidden on board the captured sloops. It was hoped that the American troops would not be detected until they began to dash ashore to assault Fort Nassau, which protected the harbor and the western approaches to the city. Success in this endeavor would enable the fleet to enter the harbor while the fort's guns, then in American hands, held the town at bay.

The marines and sailors embarked in the two prizes on the evening of 2 March and headed for New Providence, hoping to arrive at daybreak. While following the sloops, the fleet attempted to remain out of sight until the landing force had secured the fort. *Andrew Doria*—popularly referred to as "the Black

Brig"—outdistanced her consorts and found it necessary to lay-to until the other American warships caught up.

As the troop-carrying sloops headed into the harbor, Fort Nassau's guns opened fire. The shot fell far short, but clearly demonstrated that the American fleet had been detected and that its intentions had been surmised. Hopkins recalled his ships.

During another conference of officers on board *Alfred*, Hopkins decided to land his troops some two miles down the coast from Fort Montague, which protected the eastern approaches to Nassau. The fleet rounded the eastern extremity of Hog Island and proceeded to Hanover Sound, where most of the ships anchored. The prize sloops, covered by *Wasp* and *Providence*, continued on toward the landing point. The marines and sailors finally went ashore on 3 March and marched to Fort Montague, whose garrison surrendered without offering any real resistance.

Hopkins sent the island's governor a message promising respect for persons and property if powder, ordnance, and military stores were surrendered. Unfortunately, he failed to send any of his warships to guard the entrance to Nassau Harbor, and the governor took advantage of this oversight to ship most of the island's gunpowder to safety at St. Augustine, Fla.

On 4 March, the Americans took Fort Nassau and the town of Nassau. The fleet remained for almost a fortnight, dismantling the guns of the forts and loading the captured materials of war. During this stay in the hot climate of the Bahamas, large numbers of the crew of each ship were stricken by a virulent fever. This complicated an already serious health problem caused by an outbreak of smallpox on all of the warships but *Andrew Doria*, whose men had been protected by vaccination due to the farsighted insistence of Capt. Nicholas Biddle. As a result of their immunization, *Andrew Doria* was selected to serve as a hospital ship for the fleet and continued in this role for the remainder of the expedition.

On the afternoon of the 16th, Hopkins's fleet finally departed Nassau and headed north. During the homeward voyage, *Andrew Doria* joined *Providence* in overhauling a schooner which, since she proved to be a South Carolina vessel bound for France, the Americans released to resume her voyage. The next day, *Andrew Doria* and *Fly* carried out another wild goose chase pursuing a schooner which proved to be French and thus had to be released.

About an hour after midnight on 6 April, a lookout in *Andrew Doria*'s rigging sighted two vessels to the southeast. Biddle passed the word of the discovery to Hopkins who ordered the fleet to head for the strangers. Since the larger ship headed toward the Americans, before long she was within hailing distance and identified herself as "... his majesty's ship of war *Glasgow* . . ." A broadside from *Cabot* into the British frigate opened a fierce fight in which the American men-of-war were unable to fight as a squadron. In attempting to avoid a salvo from the English frigate, *Cabot* crossed *Andrew Doria*'s bow, forcing Biddle's brig onto a port tack which avoided a collision but took her away from the action. Meanwhile, *Alfred* and *Columbus*, Hopkins's largest warships, took on *Glasgow* but received worse punishment than they inflicted.

Just as *Andrew Doria* had worked himself into position to reenter the engagement and opened fire, *Glasgow*'s captain, realizing that he was overmatched, stood off to the northward. *Andrew Doria*, followed at a distance by her consorts, gave chase and kept up a running fight with her bow chasers until recalled by Hopkins, lest *Glasgow* lead his little fleet into the jaws of the powerful Royal Navy squadron then operating in Rhode Island waters. When the American fleet had reformed, it retired to New London, Conn., where it arrived on the morning of 8 April.

Instead of a respite, however, *Andrew Doria* immediately began preparations to return to sea on a reconnaissance cruise ordered by Hopkins and was ready to sail shortly after mid-afternoon on the day of her arrival. However, light wind, fog, and a grounding kept the brig from reentering the Atlantic until nightfall of 9 April. About midday of the 12th, a cry from aloft reported the sighting of a sail near Montauk Point. After an hour's chase, *Andrew Doria* pulled abreast of *John and Joseph*, a schooner originally owned by Nathaniel Shaw of New London, which British frigate *Scarborough* had captured off the coast of Georgia and which was headed for Halifax, Nova Scotia, under a prize crew. *Andrew Doria* headed back to New London with the recapture and reached that port on 14 April.

While she was in port, "the Black Brig" unloaded the ordnance captured from Nassau and was careened to have her bottom

scraped. Meanwhile, Hopkins had sailed with the rest of his fleet to Providence, R.I., and the brig weighed anchor shortly after daybreak on 4 May to rejoin them. She escorted two American merchantmen to a safe offing and then headed for the entrance to Narragansett Bay which she reached the following morning. She sailed up the bay and anchored with the fleet below Providence that afternoon.

A week later, Hopkins directed Biddle to prepare his ship for a cruise in company with *Cabot*. The two ships got underway on 19 May and, on their first night out, were chased by the Royal Navy frigate *Cerberus*. Their commanding officers having previously agreed to separate in the event of an encounter with a clearly more powerful foe, *Cabot* turned eastward toward Nantucket Shoals while *Andrew Doria* headed south and within an hour had lost sight of both her consort and their pursuer.

On the morning of 21 May, the brig spotted and set out after a large ship which proved to be *Two Friends*, a sloop laden with sugar rum, molasses, and salt from the Virgin Islands and bound for Liverpool. Biddle placed a prize crew on board the vessel and sent her to Newport which she reached on the 25th and where she was condemned and sold.

During ensuing days, *Andrew Doria* cruised in a northeasterly direction hoping to encounter British transports bringing reinforcements to America for a spring offensive, but encountered nothing until 29 May when a lookout in the maintop called down word of two ships to northward which he could see but not identify in the false dawn. Biddle immediately ordered a pursuit. Two hours later, the brigantine reached hailing distance of her closer adversary, a transport whose otherwise smooth sides were interrupted by seemingly countless gunports from which cannon protruded. Instead of fighting, the strange ship identified herself as the unarmed British transport *Oxford*, which was bringing troops from Glasgow. She took in her sails and lowered a boat which carried her master to *Andrew Doria*. The weapons staring from her gunports proved to be wooden dummies. As soon as *Oxford*'s master had come on board his captor, *Andrew Doria* got underway again after the second ship which she soon overtook and captured without a fight. Identified as the transport *Crawford*, she and her consort had sailed from Scotland in a convoy which also included 31 other transports who were also carrying soldiers belonging to two Highland regiments. Besides their crews and their troops, each of *Andrew Doria*'s two new prizes also carried the wives and children of some of the Scottish officers and soldiers.

After placing prize crews in the transports and bringing all weapons, officers, and navigators from the British ships on board *Andrew Doria*, the three ships headed westward toward home. The voyage proved to be uneventful for almost a fortnight. Then, on the morning of 11 June, five ships appeared on the horizon, approaching Biddle's little convoy from the northwest. Apparently confronted by a substantially superior force, Biddle again resorted to his old tactics for such a situation—he scattered his ships in the hope that some, if not all, would escape. *Crawford* sailed off to the southwest and *Oxford* headed west, while *Andrew Doria* stood eastward. She never saw her prizes again.

The Scottish highlanders in *Oxford* overpowered the American prize crew and took the ship to Hampton Roads, hoping to be welcomed by Lord Dunmore's Loyalist government of Virginia. When they reached Norfolk, however, they were surprised to find that Dunmore and his Tory followers had abandoned Virginia and withdrawn to Gwynn's Island in the Chesapeake, and were promptly arrested by patriotic officials of Virginia and *Oxford* again fell into American hands.

Crawford, unfortunately, fell prey to the British frigate *Cerberus* after a day-long chase. After eluding the British ships which had scattered his little convoy, Biddle headed *Andrew Doria* back toward Narragansett Bay, and the brig reached safety in Newport harbor on 14 June.

Ten days later, Biddle headed *Andrew Doria* out to sea again to escort *Fly* to New London where they arrived on the afternoon of 26 June. The armed schooner got underway again the next day to deliver the cannon captured at Nassau to New York. Biddle departed himself on 30 June and headed *Andrew Doria* north toward Cape Sable but saw no other vessel until 11 July when a lookout sighted a large ship to the northeast. The brigantine overhauled the stranger after a brief chase and Biddle learned that this prize was the merchantman *Nathaniel and Elizabeth*, heavily laden with sugar and rum from Jamaica, bound for London. He put a prize crew on board with orders to take her to

the nearest friendly port and then resumed his cruise, ultimately anchoring in Newport harbor on the afternoon of 21 July. Unfortunately, *Nathaniel and Elizabeth*, Biddle's last prize, ran aground while fleeing from *Cerberus* and was a total loss.

Andrew Doria departed Newport on 10 August in company with *Columbus*, but after cruising together for more than a week they encountered a British ship-of-the-line and fled in opposite directions, with *Andrew Doria* headed for waters off Bermuda. Biddle soon came upon a large heavily laden ship and ordered the stranger to "heave to and send your master on board."

The prize proved to be *Molly*, which had belonged to a Jonathan Hudson of Maryland, but had been seized early in the war by Virginia's Governor Dunmore. Commanded by Bridger Goodrich, a member of a large and highly unpopular Norfolk Tory family, *Molly* had left Hampton Roads carrying some 15,000 bushels of wheat which Dunmore had confiscated from the plantations of Virginia patriots and was sending to Halifax, Nova Scotia, for the use of royal troops gathering there in preparation for planned offensive operations against New York. Biddle removed *Molly's* Tory sailors and two slaves and replaced them with a prize crew. *Molly* reached Philadelphia on 17 September.

The day after she took *Molly*, *Andrew Doria* captured another vessel belonging to Dunmore's fleet, the brig *Maria*, with his loyalist followers and their belongings. Four slaves were among the passengers, and Biddle brought them on board his ship before letting the Tory refugees continue their voyage to Bermuda. The following day, the 110-ton merchant brigantine *Lawrence* fell into Biddle's hands, yielding a cargo of rum, sugar, limes, sea coal, copper, and tinware. *Lawrence* was soon followed by another 110-ton brigantine, *Elizabeth*, which was carrying cargo to support the British forces that were invading New York. Both vessels arrived safely at Rhode Island and were tried on 1 October. Soon thereafter, the brig *Betsy*—another of Dunmore's fleet evacuating Tories from Gwynn's Island—became a prize and, after removing her slaves, Biddle let her proceed. Biddle's next victim—the brig *Peggy*, bound for St. Augustine, Fla., with more of Dunmore's loyalists—was sent to Providence under a prize crew.

From the four of Dunmore's vessels, Biddle had freed 15 slaves. He kept them on board for a few days more, cruising near Bermuda, and then headed for the Delaware capes which he entered on the morning of 17 September. After sailing up Delaware Bay, he anchored at Chester, Pa., that evening.

This ended his last cruise in the brigantine, because he had been selected to command *Randolph*, one of the four new frigates being built at Philadelphia for the Continental Navy. Capt. Isaiah Robinson took command of *Andrew Doria*, and he took her down the Delaware on 17 October for a voyage to the West Indies to obtain a cargo of munitions and military supplies at St. Eustatius. When she reached that Dutch island on 16 November, *Andrew Doria* fired a salute of 11 guns and received a reply—the first salute to an American flag on board an American warship in a foreign port.

When the brig had loaded her cargo, she got underway for Philadelphia. While sailing past Puerto Rico on her homeward voyage, *Andrew Doria* fought the Royal Navy's 12-gun sloop of war *Racehorse* in a two-hour battle which ended when the British warship struck her colors. Robinson placed an American crew on board the prize with orders to take her to Philadelphia where she arrived early in January 1777. She was purchased by the Continental Navy and renamed *Surprise*.

Andrew Doria also captured the snow *Thomas* on 12 December, bound from Jamaica with mahogany and logwood; Robinson gave command of her to Lt. Joshua Barney, who brought *Thomas* to Chincoteague Inlet on 26 December, only to be retaken by the British frigate *Perseus* on 12 January 1777.

Andrew Doria remained in the Delaware into the spring. On 18 April, *Surprise* and *Fly*, and two Pennsylvania Navy row galleys, were ordered to clear the Cape May channel of British frigates and sloops. The following month, *Surprise* and *Columbus* were ordered to sail for the West Indies to rendezvous with Biddle's new frigate *Randolph* at Abaco to prey on the Jamaica fleet. However, since no records of such an operation have been found, we must assume that it never got underway. On 25 August, *Andrew Doria*, together with the frigate *Delaware*, ship *Champion*, sloop *Surprise* and two Pennsylvania Navy fire ships were ordered to again clear the Cape May channel of British frigates, but this project came to nought.

Andrew Doria remained in the Delaware as part of the forces charged with defending Philadelphia after the mighty British fleet under Vice Admiral Lord Howe entered the river in September 1777. Following the British occupation of Fort Mifflin on 16 November 1777, *Andrew Doria*, with the remaining ships of the Continental Navy, sought shelter under the guns of Fort Mercer, at Red Bank, N. J. With the evacuation of Fort Mercer on 20 November, Capt. Robinson gave orders on 21 November for the ships to be burned to prevent capture. This was done shortly thereafter.

II

(IX-132: dp. 13,800; l. 395'4"; b. 51'7"; dr. 30'6"; s. 10 k.; cpl. 102; a. 2 3", 8 20mm., 2 .30-cal. mg.)

Julio Fasio was a tanker built in 1908 at Glasgow, Scotland, by Napier & Miller, Ltd. She was owned and operated by the Italian government until scuttled off Tampico, Mexico, in 1941 to avoid capture. Sometime in 1943 the ship was raised, underwent repairs at Galveston, Tex., and renamed *Alcibiades*. She sailed from Galveston on 16 December, bound for New Guinea, where she plied the coast carrying crude oil for six months. The vessel was acquired by the Navy on a bareboat basis on 18 August 1944 at Brisbane, Australia, and was placed in commission as *Andrew Doria* (IX-132) on 23 August 1944, Lt. Howard Buehler in command.

Upon her commissioning, *Andrew Doria* joined Service Force, 7th Fleet. She then steamed to Cairns, Australia, for overhaul. The ship left Cairns on 9 October and proceeded to Manus, Admiralty Islands, where she served as a station oiler until 22 December, when she got underway for the Philippine Islands.

Andrew Doria reached Leyte on 9 January 1945 and joined an invasion support group which stood off Lingayen Gulf, where she arrived on the 13th. The tanker fueled various ships during the Lingayen operations and remained in Philippine waters through the end of World War II. Upon her return to the United States, *Andrew Doria* was decommissioned on 28 February 1946 and was transferred to the War Shipping Administration on that same day for disposal. Her name was struck from the Navy list on 20 March 1946.

Andrew Doria won one battle star for her World War II service.

Andrew, Henry, see *Henry Andrew*

Andrew J. Higgins

Andrew Jackson Higgins—born on 28 August 1886 in Columbus, Nebraska—left his native town in 1906 to enter the lumber business in Mobile, Ala. Four years later, Higgins became manager of a German-owned lumber-importing firm in New Orleans. In 1922, he formed his own company, the Higgins Lumber and Export Co., importing hardwood from the Philip-pines, Central America, and Africa and exporting cypress and southern pine. In pursuing these ends he acquired a fleet of sailing ships—said to have been the largest under American registry at that time. To service this fleet, he established his own shipyard which built and repaired his cargomen as well as the tugs and barges needed to support them.

In 1926, four years after founding the Higgins Lumber and Export Co., the industrialist and shipbuilder designed the Eureka boat, a shallow-draft craft for use by oil drillers and trappers in operations along the Gulf coast and in lower Mississippi River. With a propeller recessed into a semi-tunnel in the hull, the boat could be operated in shallow waters where flotsam and submerged obstacles would render more usual types of propellers almost useless. Higgins also designed a "spoonbill" bow for his craft, allowing it to be run up onto riverbanks and then to back off with ease. His boats proved to be record-beaters; and, within a decade, he had so perfected the design that they could attain high speed in shallow water and turn practically in their own length.

Stiff competition, declining world trade, and the employment of tramp steamers to carry lumber cargoes combined to put Higgins' Lumber and Export Co. out of business. Nevertheless, the indefatigable Higgins—who laughed at adversity and whose

vocabulary did not include the word "impossible"—kept his boatbuilding firm (established in 1930 as Higgins Industries) in business, constructing motorboats, tugs and barges, not only for private firms and individuals but also for the Coast Guard.

Fortuitously, the Marine Corps—always interested in finding better ways to get men across a beach in an amphibious landing and frustrated that the Bureau of Construction and Repair could not meet its requirements—began to express interest in Higgins' boat. When tested in 1938 by the Navy and Marine Corps, Higgins' Eureka boat surpassed the performance of the Navy-design boat and was tested by the services during fleet landing exercises in February 1939. Satisfactory in most respects, the boat's major drawback appeared to be that equipment had to be unloaded, and men disembarked, over the sides—thus exposing them to enemy fire in a combat situation.

The Japanese, however, had been using ramp-bowed landing boats in the Sino-Japanese War since the summer of 1937—boats that had come under intense scrutiny by the Navy and Marine Corps observers at Shanghai in particular. When shown a picture of one of those craft, Higgins soon thereafter got in touch with his chief engineer, and, after describing the Japanese design over the telephone, told the engineer to have a mock-up built for his inspection upon his return to New Orleans.

Within one month, tests of the ramp-bow Eureka boat in Lake Ponchartrain showed conclusively that successful operation of such a boat was feasible. From these humble beginnings came what became known as the LCVP (landing craft, vehicle, personnel), or simply, the "Higgins Boat." A larger version, originally classified as a "tank lighter" came on its heels, the precursor of the LCM (landing craft, mechanized).

During World War II, Higgins' industrial plants turned out a variety of equipment for the Navy: landing craft, motor torpedo boats (PT), torpedo tubes, gun turrets, and smoke generators.

The inventor and holder of some 30 patents pertinent to amphibious landing craft and vehicles, Andrew J. Higgins died in New Orleans on 1 August 1952.

(T-AO-190: dp. 39,400 (f.); l. 668.5'; b. 93.5'; dr. 35' (f.); s. 20 k.; cpl. 116; cl. *Henry J. Kaiser*)

Andrew J. Higgins (T-AO-190) was laid down on 21 November 1985 at New Orleans, La., by the Avondale Shipyards, Inc.; launched on 17 January 1987; sponsored by Mrs. Andrée Higgins Stefferud; and delivered to the Navy on 22 October 1987.

Placed in service with the Military Sealift Command (MSC) soon thereafter, the oiler was assigned to MSC's Pacific Ocean contingent.

Andrew Jackson

Andrew Jackson—born on 15 March 1767 at Waxhaw Settlement in Lancaster County, S.C.—fought for American independence during the Revolutionary War and was captured by the British while participating in the Battle of Hanging Rock on 6 August 1780. After the war, he studied law at Salisbury, N.C., and was admitted to the bar in 1787.

The following year, he moved to Tennessee and, before long, had acquired the tract of land where he later built his home, the Hermitage. In 1796, Jackson took part in the Tennessee constitutional convention and was elected as the new state's first member of the Federal House of Representatives. Although elevated to the Senate the following year, he left Washington in 1798, soon joined the Tennessee Superior Court, and remained on the bench until 1804.

Commissioned major general of the Tennessee militia in 1802, Jackson led the state forces that defeated the Creek Indians at the Battle of Horseshoe Bend. Commissioned a major general in the United States Army, he commanded the American troops that routed British forces driving toward New Orleans on 8 January 1815 and thus achieved the national renown which first prompted the public to view him as presidential timber.

He later led expeditions into Florida to protect the rights of American citizens there, but received considerable criticism for his execution of two outlaws who were British subjects, an act that brought the United States near to war with both England and Spain. The later purchase of Florida partially vindicated his position.

A candidate for the Presidency in 1824, Jackson received a

larger popular vote than any other candidate; but, since no one had a majority, the choice of the president was left to the House of Representatives which picked John Quincy Adams. However, Jackson won a landslide victory four years later and, on 4 March 1829, began the first of two terms in the White House. His administration was characterized by a democratization of the nation, strong support of the Federal government; the introduction of the spoil system; the confinement of Indian tribes on reservations; and a victorious struggle against the wealthy and aristocratic elements in the nation in his battle opposing the recharter of the National Bank.

Jackson died at the Hermitage on 8 June 1845.

I

(Sch: t. 112; lbp. 73'4"; b. 20'6"; dph. 7'4"; a. 6 guns)

The cutter *Andrew Jackson* was built at the Washington Navy Yard in 1832 for the United States Revenue Cutter Service and—under the command of Capt. W. A. Howard, USRC—sailed late in the year to Charleston, S.C., to be on hand there to support the Federal Government during the nullification crisis over new tariff laws. She and four other cutters forced ships arriving from foreign ports to anchor under the guns of Fort Moultrie and store their cargoes in the fort until the duties on them were paid at the newly established customhouse at Castle Pinckney.

Tension subsided before the advent of spring, but the cutter—which carried the name of the President who had championed the Union cause during the Constitutional crisis—remained in Charleston harbor for regular duty. She apparently served there until relieved by *Jefferson* on 25 November 1834.

Andrew Jackson then cruised along the coast to discourage smuggling operations and to assist distressed shipping. A year later, she operated briefly in the Chesapeake Bay before heading south to support Army and Navy operations along the coasts of Florida and Georgia during the Seminole War. Besides observing the activities of the Indians as she cruised along the shore, she inspected other revenue cutters and their stations as well as the lighthouses she passed.

The ship returned north in the summer of 1837 but was directed on 19 September of that year to prepare for more service on the Florida coast under orders of the Secretary of the Navy. However, before beginning that mission, she got underway from Baltimore on an unsuccessful search for "... the pirate that had captured packet ship *Susquehanna*." The cutter finally sailed for Pensacola, Fla., on 31 October and operated in the gulf. On 4 December, she moved via Tampa Bay to Charlotte Harbor to cooperate with the Army. *Andrew Jackson* remained in the gulf until returning to Baltimore on 7 April 1838, but headed back toward Southern waters again on 16 June. She returned to Baltimore that autumn, but set a course for Savannah, Ga., on 28 November 1838. She was called back to Baltimore late in the spring of 1839. Following the end of the Seminole War, the cutter carried out a similar pattern of activity, alternating duty at Baltimore, Philadelphia, and New York with service in Southern climes.

Soon after the beginning of the Civil War, the ship entered the New York Navy Yard to receive armament. She departed New York on 26 April 1861 and sailed for Baltimore on 10 September. She served at that port throughout the conflict and, after the fighting ended, was sold there in October 1865.

II

(SSBN-619: dp. 7,250 (surf.), 8,250 (subm.); l. 425'; b. 33'; dr. 31'6"; s. 20 + k.; cpl. 145; a. 16 Polaris, 4 21" tt.; cl. *Lafayette*)

Andrew Jackson (SSBN-619) was laid down on 26 April 1961 at Vallejo, Calif., by the Mare Island Naval Shipyard; launched on 15 September 1962; sponsored by Mrs. Estes Kefauver, the wife of Senator Kefauver of Tennessee; and commissioned on 3 July 1963, Comdr. Alfred J. Whittle, Jr., (Blue crew) and Comdr. James B. Wilson (Gold crew) in command.

Following commissioning, the nuclear-powered fleet ballistic missile submarine sailed via the Panama Canal to the east coast. On 1 and 11 October, during shakedown training out of Cape Canaveral, Fla., she successfully launched A-2 Polaris missiles; and, on 26 October, she sent A-3X Polaris missiles into space in



Andrew Jackson (SSBN-619), 4 June 1963. (USN 1073880)

the first submerged launching of its type; and she repeated the feat on 11 November. Five days later and six days before his assassination, on 16 November 1963, President John F. Kennedy—embarked in *Observation Island* (EAG-154)—observed *Andrew Jackson* launch another A-2 polaris missile from a point off Cape Canaveral and congratulated Comdr. Wilson and his crew for “impressive teamwork.” In late November, *Andrew Jackson* entered the Charleston Naval Shipyard, Charleston, S.C., for post-shakedown availability.

The yard work was completed on 4 April 1964, and *Andrew Jackson* was assigned to Submarine Squadron 16, Submarine Force, Atlantic Fleet. In May, she departed her home port, Charleston, for her first patrol and continued to conduct deterrent patrols from the advanced base at Rota, Spain, through 1973. On 19 March of that year, the submarine arrived at the Electric Boat Division, General Dynamics Corp., Groton, Conn., for a conversion to Poseidon.

This modernization and repair task was completed on 7 August 1975, and the ship sailed to Exuma Sound, Bahamas, for acoustic trials. Next she reported to Cape Canaveral, Fla., for Poseidon missile tests. In December, *Andrew Jackson* returned to Groton, her new home port, for the Christmas holidays.

Post-shakedown operations continued in 1976. During February, the submarine conducted nuclear weapons acceptance tests and made port visits at Roosevelt Roads, Puerto Rico; St. Croix, Virgin Islands; and Ft. Lauderdale, Fla. She sailed to Charleston on 5 March and entered the Charleston Naval Shipyard on 8 March for an availability period. *Andrew Jackson* was underway again on 9 May and returned to New London, Conn., in June. The next four weeks were spent in midshipman training cruises in the New London operating area. In late July, she left New London for her first strategic deterrent patrol after her Poseidon conversion. When the patrol was completed, *Andrew Jackson* entered her advanced base at Holy Loch, Scotland. In 1977, patrols from Holy Loch were interspersed with port visits at Halifax, Nova Scotia, and New London. In September, a refit was conducted at Charleston, then the submarine returned to Holy Loch. *Andrew Jackson* continued her deterrent patrols from Holy Loch through 1985.

Andrews

Cities in South Carolina and Texas.

(PC-606: dp. 280; l. 173'8"; b. 23'; dr. 6'6"; s. 22 k.; cpl. 65; a. 1 3", 1 40mm., 3 20mm., 2 dct., 2 dcp.; cl. PC-461)

PC-606 was laid down on 14 April 1942 at Stamford, Conn., by the Luders Marine Construction Co.; launched on 8 January 1943; and placed in commission at New York City on 7 August 1943.

After brief shakedown training in the waters off Miami, Fla., PC-606 sailed for Havana, Cuba, where she arrived on 11 September and reported to Commander, Eastern Sea Frontier. The ship then conducted antisubmarine warfare (ASW) exercises and patrols in Cuban waters. She left Cuba, bound for Miami, where she joined a northbound convoy on 27 September. The vessel sailed into New York harbor on 3 October. She was then assigned antisubmarine patrol and escort duties. In this capacity, PC-606 made several voyages escorting convoys from New York City to Guantanamo Bay, Cuba.

In December, the ship was ordered to the Pacific. She tran-

sited the Panama Canal and proceeded—via Bora Bora, Society Islands—to Espiritu Santo, New Hebrides. PC-606 reached that port on 31 January 1944 and assumed ASW and escort duties with ships of the Pacific Fleet. Among her areas of operation were the Solomon Islands, Tarawa, Eniwetok, Guam, Saipan, and Iwo Jima. She continued her escort and patrol duties through the duration of World War II. The ship left Guam on 14 March 1946 and proceeded via Pearl Harbor back to the United States.

PC-606 reached San Pedro, Calif., in mid-May but left the west coast on 21 October bound, via the Panama Canal, for Charleston, S.C. Upon her arrival there on 21 November, the vessel was assigned to the 16th Fleet and, shortly thereafter, began preparations for deactivation. She was placed out of commission on 24 March 1947 and berthed at Green Cove Springs, Fla. While still in reserve, the ship was named *Andrews* (PC-606) on 15 February 1956. Her name was struck from the Navy list on 5 September 1957, and she was subsequently sold to the Boston Metals Co. for scrapping.

Andromeda

A constellation located in the northern sky south of Cassiopeia and named for Andromeda, in Greek mythology the beautiful daughter of the Ethiopian King, Cepheus, and of Cassiopeia. Her mother later angered Poseidon by boasting that Andromeda was more fair than Juno and the Nereides. The sea god retaliated by flooding Ethiopia and by sending a monster ashore to ravage the land. When the terrified people of the country turned to Ammon for counsel, that oracle warned them that their dangers could be ward off only by surrendering Andromeda to the monster.

Accordingly, the maiden was chained to a rock on the beach. However, before the fiend could devour the lass, the hero Perseus—flying back from his victorious encounter with the Gorgons—saw the helpless damsel and was entranced by her beauty. To save her, he uncovered Medusa's horrible head before the monster and thus turned him into stone.

Upon freeing Andromeda, Perseus married the grateful girl who bore him many children. After Andromeda's death, Athena placed her in the heavens as a constellation.

The Dutch freighter *Andromeda*—seized by United States customs officials at New Orleans on 6 April 1917—was transferred to the Navy the following month, earmarked for operation by the Naval Overseas Transportation Service. However, she was renamed *Bath* (q.v.) on 9 June 1917 in General Order No. 301, over a month before her commissioning.

I

(AKA-15: dp. 13,910 (tl.); l. 459'3"; b. 63'0"; dr. 26'4"; s. 16.5 k. (tl.); cpl. 404; a. 1 5", 4 3"; cl. *Andromeda*; T. C2-S-B1)

Andromeda (AK-66) was laid down on 22 September 1942 at Kearny, N. J., by the Federal Shipbuilding & Drydock Co. under a Maritime Commission contract (MC hull 199); launched on 22 December 1942; sponsored by Mrs. Janet Roper; reclassified an attack cargo ship and redesignated AKA-15 on 1 February 1943; delivered to the Navy on 30 March 1943; and commissioned at the New York Navy Yard on 2 April 1943, Comdr. William A. Fly in command.

The attack cargo ship made her maiden voyage late in April

from New York to Norfolk, Va., and then conducted shakedown training in Chesapeake Bay. On 8 June, she put to sea with a convoy bound for the Mediterranean Sea. *Andromeda* arrived in Mers el Kebir, Algeria, on the 22d and began training for the invasion of Sicily. On 5 July, the attack cargo ship left Oran, Algeria, with Task Force (TF) 85 and set a course for the southern coast of Sicily. She and her colleagues in Cent Force arrived in the transport area off Scoglitti during the night of the 9th and 10th. Allied troops stormed ashore in the darkness of the early morning hours of the 10th, and *Andromeda* spent the next two days disgorging her cargo. Late in the evening of the 12th, she departed the area in company with *Ancon* (AGC-4), 10 other auxiliaries, and an escort of nine destroyers.

Returning to Oran, *Andromeda* spent the next few weeks at several locations on the North African coast preparing for another amphibious assault. On 5 September, the attack cargo ship stood out of Mers el Kebir with Task Group (TG) 81.2, the transport group of the Southern Attack Force for the invasion of the Italian mainland just to the southeast of Naples on the shores of the Gulf of Salerno. She arrived at her destination late in the evening of the 8th. Early the next morning, troops of the Army's 36th Division stormed ashore at Salerno. *Andromeda* remained in the transport area in the gulf until the 10th discharging troops and equipment to fuel the offensive. She departed the area during the last watch of the 10th with a convoy bound for Oran, Algeria. The attack cargo ship anchored in Oran on the morning of the 14th. On the 19th, she headed back to Salerno carrying supplies and reinforcements. *Andromeda* unloaded at Salerno on the 22d and the 23d and then embarked upon the return voyage to Algeria.

She arrived at Mers el Kebir on 26 September. The attack cargo ship spent almost six weeks practising amphibious landings with American and Free French troops on the Algerian coast at Mers el Kebir, Oran, and Arzew. Between 5 and 7 November, she made the passage to Bizerte, Tunisia, where she loaded cargo and embarked troops until the 19th. Departing Bizerte, *Andromeda* made a six-day stop at Mers el Kebir between 23 and 29 November and an overnight pause at Oran on the 29th and 30th before joining a convoy bound for the British Isles. The ship visited Belfast in northern Ireland and several ports in Scotland and then headed across the Atlantic on 18 December.

Andromeda arrived in Norfolk, Va., on 2 January 1944 and began a yard overhaul on the 3d. On 13 and 14 February, the attack cargo ship made the passage to New York. She loaded cargo at New York and then, on 27 February, put to sea with a convoy bound for Europe. She reached Newport in Wales on 9 March and unloaded cargo on the 10th, 11th, and 12th. After visiting several Scottish ports, *Andromeda* stood out of the River Clyde on 29 March and shaped course for North Africa. The ship reached Mers el Kebir again on 6 April and spent the next two months conducting amphibious training on the Algerian coast between Mers el Kebir and Arzew.

On 16 June, the attack cargo ship left the North African coast for the Italian boot. She entered Naples on the 19th and remained there until the 23d. Steaming by way of Palermo, Sicily, *Andromeda* made Algiers on 7 July. She loaded cargo and got underway again for Naples on the 8th. Arriving at her destination on 10 July, she divided her time between Naples and the Gulf of Pozzuoli for the rest of the month. *Andromeda* spent the first part of August in the Bay of Castellamare waiting for the beginning of Operation "Dragoon," the invasion of southern France. The attack cargo ship left the Bay of Castellamare on 12 August and arrived off the invasion beaches on the 15th. She unloaded her cargo and headed back to Oran on the 16th. For over two months, the ship went back and forth across the Mediterranean Sea carrying supplies and reinforcements from North Africa to the armies operating ashore in southern France.

On 25 October 1944, however, she set out from Mers el Kebir to return to the United States. *Andromeda* arrived in Boston, Mass., on 8 November and commenced a month of repairs on the 9th. After loading cargo at Davisville, R.I., the attack cargo ship put to sea for the journey to the Pacific. Steaming by way of Norfolk, she arrived in the Canal Zone at the end of December, transited the canal on the 31st and resumed her voyage west on New Year's Day 1945. She entered Pearl Harbor on 15 January and began the ubiquitous cargo loading operation. On 24 January, the ship got underway for the southwestern Pacific. She un-

loaded cargo at Noumea, New Caledonia, between 3 and 7 February and then returned to sea bound for the Solomon Islands.

On 10 February, *Andromeda* arrived at Guadalcanal. She spent the ensuing five weeks in the Solomon Islands carrying out amphibious exercises in preparation for the assault on Okinawa. The attack cargo ship left the Solomons on 15 March bound ultimately for the campaign about to unfold in the Ryukyu Islands. She entered Ulithi Atoll in the Caroline Islands on the 21st and bided her time until the 27th when her portion of the invasion force sortied from the lagoon. *Andromeda* arrived in the transport area off Okinawa on L-day, 1 April. The soldiers and marines carried out their landing that morning, and support ships like *Andromeda* began to disgorge supplies and equipment. The attack cargo ship stayed in the vicinity for nine days. During that time, the Japanese launched massive air attacks in an attempt to thwart the offensive. *Andromeda* went to general quarters time after time to help beat off the aerial onslaught and, on at least one occasion, helped to splash one of the intruders.

The attack cargo ship cleared the Ryukyu Islands on 9 April and laid in a course for Hawaii. She pulled into Pearl Harbor on the 24th and loaded cargo until near the middle of May. On 12 May, *Andromeda* put to sea on her way back to Okinawa. Steaming by way of Eniwetok in the Marshalls and Ulithi in the Carolines, the ship reached Okinawa on 7 June. She stayed there for a week then headed back to Pearl Harbor on the 14th. *Andromeda* reentered Pearl Harbor on 29 June and then conducted training at Maui before setting a course for the Mariana Islands. She reached Saipan on 28 July and passed a fortnight in the Marianas. *Andromeda* returned to sea on 11 August, and hostilities ended four days later when she was half the way to the Solomons. She spent the period 18 to 23 August in the Solomons and returned to the Marianas at Guam on the 30th.

During the two months following Japan's surrender, *Andromeda* carried out two missions to the home islands and made a voyage to Manila in the Philippines. After embarking servicemen at Sasebo, Japan, the attack cargo ship got underway for the United States on 6 November. After a nonstop voyage, she returned to American soil at Seattle, Wash., on 22 November. The ship spent four weeks there before heading south to San Francisco, Calif., where she arrived on 22 December 1945.

Andromeda remained on active duty during the late 1940's and early 1950's. She made cargo runs between the west coast and American bases at such places as Pearl Harbor, Midway, Wake Island, Kwajalein, Guam, and Saipan. In September and October of 1949, the attack cargo ship made a round-trip voyage from the west coast to the east coast and back. She resumed operations from her base on the west coast upon her return. In August 1950, she voyaged north to the Pribiloff Islands and, in March of 1951, left the west coast for the Far East. *Andromeda* provided logistics support for United Nations forces fighting communist aggression in Korea until returning to San Diego at the end of the year. After 10 months of duty on the west coast, the ship returned to the Orient and logistics support for the United Nations defense of South Korea. She took up duty along the west coast in the spring of 1953, but interrupted it for a round-trip voyage to Yokosuka, Japan, in August and early September. *Andromeda* deployed to the Far East for a final tour of duty in February of 1954. The attack cargo ship came back to the west coast from that assignment in November and operated in the eastern Pacific until deactivated.

Andromeda was placed out of commission at San Diego on 1 May 1956. She was transferred to the Maritime Administration for lay up with the National Defense Reserve Fleet at Olympia, Wash. Her name was struck from the Navy list on 1 July 1960, and she was sold to the Marine Power & Equipment Co., of Seattle, Wash., on 12 March 1971.

Andromeda earned five battle stars during World War II and five battle stars for service in the Korean conflict.

Androscoggin

A river formed on the Maine-New Hampshire border by the confluence of the Magalloway River and a short outlet of Umbagog Lake. The stream flows generally south for some 35 miles through New Hampshire, then turns eastward, enters Maine a few miles west of Gilead, and meanders along a generally southeasterly course until joining the Kennebec below

Bowdoinham in an estuary of the Atlantic called Merrymetting Bay. A county in Maine also carries the name Androscoggin which in turn is derived from the name of an Indian tribe which lived on the banks of the river. The word Androscoggin is an Indian term meaning "fishing place for alewives" or "spear fishing."

(RC: dp. 1,605; lbp. 210'0"; b. 35'2"; dr. 17'6" (mean); s. 13.2 k.; cpl. 44; a. 4 6-pdrs.; cl. *Androscoggin*)

Androscoggin—a wooden-hulled revenue cutter designed especially for icebreaking duties—was built for the United States Revenue Cutter Service (USRCS) at Tompkins Cove, N.Y., by Rodermond Brothers; launched on 16 January 1907; sponsored by Miss Emma Frye White; and commissioned on 8 July 1908.

That summer, *Androscoggin* began operations out of Portland, Maine, her home port for the next seven years. She carried out the work of the USRCS, cruising waters off the northeastern seaboard from Eastport, Maine, to Cape Ann, Mass. Each winter—by virtue of her special construction and her iron-strengthened bow—she would assist ships and craft when needed and destroy menaces to navigation in her assigned waters, besides performing icebreaking chores in the ports in her cruising area.

On 11 August 1909, *Androscoggin* received orders directing her to search for six men on a life raft, the survivors of the Navy tug *Nezinscot* which had capsized and sunk off Cape Ann on that morning while en route to Boston. Fortunately, all hands were picked up by another ship that first reached the scene of the disaster. Later that year, *Androscoggin* patrolled the international yacht races at Marblehead, Mass., and took part in the Hudson-Fulton celebrations at New York city that September.

On 11 January 1910, while at Portland, *Androscoggin* received a wireless message to search for the steam lighter *Columbia* which had departed New York on the day before Christmas of 1909, bound for Port-au-Prince, Haiti, with a crew of 11 men on board. The cutter got underway the following day and traveled 2,399 miles during a fruitless two-week search in which she found no trace of the missing lighter or its 11-man crew. *Androscoggin* then resumed her duties out of Portland that lasted into the summer, when she temporarily transferred to Washington, D.C. Returning north in November for repairs at the Boston Navy Yard, she remained there into January 1911 and then again took up operations out of Portland.

In the summer, she headed south for repairs at the depot, Arundel Cove, South Baltimore, Md., which lasted into November. Getting underway on the 12th of that month, she headed north for her cruising grounds, but put into the Boston Navy Yard briefly in early December for repairs to her bow sheathing which was damaged when an iron plate wrenched loose on the morning of 9 December.

Resuming operations out of Portland soon thereafter, the ship engaged in her usual "winter cruising," which included icebreaking. While she was laboring through the heavy ice of Penobscot Bay early in February 1912, the action of the ice and the ship loosened the bow plates. She effected repairs and resumed her labors. Her captain later reported that temperatures under which she operated averaged 5 to 10 degrees below zero.

During the winter of 1912 and 1913, *Androscoggin* participated in searches for two schooners, *Future* and *Winslow* off the Virginia capes in January 1913. Records do not indicate the latter's fate, but the former had foundered on 3 January 1913 with the loss of three of the eight people on board.

On 10 April 1913, the USRCS restricted the operations of its ships since its funds for coal for the remainder of the fiscal year were so low that its ships could cruise "only at such times as may be absolutely necessary to assist vessels in distress." Captains were urged to exercise "the most rigid economy" but to keep "sufficient coal...on hand at all times to insure the prompt response of the vessel to any call for assistance during this period." Her complement reduced as well, *Androscoggin* remained inactive through the spring before the fiscal year ended on 30 June 1913 and new appropriations permitted her to resume a more active regimen.

Later that summer, *Androscoggin* entertained a number of important visitors, beginning with the Honorable William Gibbs McAdoo, the Secretary of the Treasury, who traveled in the ship from Rye, N.Y., to New York City between 15 and 21 August 1913. During that time, she also embarked Colonel Edward M.

House, an influential advisor to President Woodrow Wilson, at Salem, Mass., on 17 August, during Secretary McAdoo's cruise. Later, on 1 September 1913, *Androscoggin* embarked Dr. Constantin Theodor Dumba, the Austro-Hungarian Ambassador to the United States, to witness the international Yacht Races held that year at Marblehead, Mass.

Subsequently ordered to the depot at Arundel Cove, for repairs, *Androscoggin* arrived there on 13 December 1913 and underwent repairs and alterations for the remainder of the month. Underway on New Year's Day 1914, she ran aground at Cove Point, Md., three days later. Refloated and apparently little damaged, *Androscoggin* proceeded on to Boston.

On 28 January 1914, the Navy tug *Potomac* had departed Newport, R.I., to rescue vessels ice-bound off the coast of Newfoundland, but suffered an icing-in herself. *Androscoggin* departed her station at Portland to report to either Halifax or Sydney, Nova Scotia, "as directed" and to participate in efforts to free the Navy tug. Ultimately, the attempt was given up on 14 February, *Potomac* abandoned to the ice for the winter but salvaged the following spring and returned to service after repairs. *Androscoggin* subsequently departed Halifax on 18 February.

The cutter spent a little more than the first half of the year 1914 in routine operations highlighted by a ceremonial visit to Gresham. *Androscoggin* visited Boston in mid-March to take part in the yearly Evacuation Day festivities and returned there later that spring to honor Spanish-American War veterans at Boston on 24 May. Memorial Day saw the ship at Rockland, Maine.

On 21 July, *Androscoggin* received orders to participate in ceremonies, to be held by the Maine Historical Society, at Monhegan Bay, Maine, on 5 August. However, before she could take part in that event, long-simmering tensions in the Balkans flared up and touched off the conflagration that escalated into World War I. Those faraway events affected *Androscoggin's* immediate future.

The day before the scheduled festivities at Monhegan Island were to commence, the North German Lloyd Line steamship SS *Kronprinzessin Cecilie*—piloted into port by a banker-yachtsman whose father owned a summer home in the vicinity since none of the ships officers were familiar with the local waters—stood into the sleepy Maine seaport of Bar Harbor and caused quite a stir amongst the local populace. The reason for this unorthodox port call soon became apparent. The majestic ship, her master concerned over the possibility of being captured on the high seas by British or French cruisers, had been nearing Liverpool, England, when she received telegraphic orders to come about and return to the neutral United States, making for the nearest port, which, in view of the liner's diminishing coal supply, looked like Bar Harbor. One reason for the captain's anxiety soon became apparent. In addition to her 1,216 passengers (some of whom were British Army reservists), the ship carried \$10,679,000 in gold and some \$3,000,000 in silver. This cargo prompted newsmen to dub her "The Treasure Ship."

In response to the request made by the New York office of the North German Lloyd Line, representatives of the State, Treasury, and Commerce Departments, and of the USRCS, met in Washington to discuss the situation. Secretary McAdoo, as a consequence, ordered *Androscoggin* to Bar Harbor on 5 August 1914, "to permit no foreign vessel to leave (the) vicinity without clearance." Similar orders went to USRC *Woodbury* (at Portland) and USRC *Gresham* (at Boston). The purpose of the *Androscoggin's* visit to Bar Harbor would be primarily to guard the transfer of the gold and silver from the liner to tenders in which they would be taken ashore, loaded on to a train, and returned to New York City.

Accordingly, *Androscoggin*, Capt. W. E. W. Hall, USRCS, in command, departed Portland on 5 August and reached her destination the next day, having been joined en route by *Warrington* (Destroyer No. 30), Lt. Comdr. Daniel Pratt Mannix commanding. The latter warship had been dispatched from Monhegan Island on such short notice that the 30 or so men ashore for liberty had been rounded up in a big hurry.

The arrival of the destroyer and the cutter fueled wild speculation in the press. The *New York Times* reported on 7 August that they had come "to guard and possibly to take back to New York the . . . gold that the refugee liner carries. As to that," the member of the 4th Estate concluded, "the captains of both vessels were uncommunicative." The only thing that Capt. Hall and

Lt. Comdr. Mannix would say was that they had been "given instructions to protect the neutrality of the United States and to see that all vessels leaving here have proper clearance papers."

Ultimately, with the situation at Bar Harbor resolved—gold, silver, passengers, and mail all transferred ashore and *Kronprinzessin Cecilie* interned—*Androscoggin* weighed anchor and departed Bar Harbor on 16 August, relieved on station by USRC *Mohawk*. After touching briefly at Portland, *Androscoggin* got underway on the 18th, bound for the depot at South Baltimore. She reached Arundel Cove on the 22d and later shifted to Baltimore, where she was drydocked for hull repairs that lasted through the remainder of the summer. While at Baltimore, the cutter contributed a landing party to march in the Star-Spangled Banner celebrations in that city on 11 September. Returning to the depot on the 22d of that month, *Androscoggin* remained at Arundel Cove into the winter before getting underway for Boston three days before Christmas. She arrived there for duty with the Eastern Division on the last day of 1914.

Androscoggin's operations that winter reflected the new emphasis in providing otherwise unobtainable medical services for the men of the American fishing fleets. An Act of 24 June 1914 had authorized the Commandant of the Revenue Cutter Service to "detail for duty on revenue cutters such surgeons and other persons of the Public Health Service as . . . necessary." As a result of this act, *Androscoggin* was fitted out as a hospital ship and "relieved from the regular duties as normally performed by cutters" to cruise the fishing banks off Nova Scotia and New England.

Shortly after *Androscoggin* departed Boston on 15 January 1915 for Gloucester, Mass., to confer with representatives of the fishing industry, the Revenue Cutter Service and the Lifesaving Service were merged by the Act of 28 January 1915 establishing the United States Coast Guard. Based in Boston, the cutter touched at the ports of Halifax, Liverpool, and Shelburne, Nova Scotia, and frequented the Brown and Lahave Banks. The catches for the regular season had proved disappointingly small by the time the ship's expected service with the fishing fleet was up, the fishermen remaining in the waters off Nova Scotia in the hope of reaping more bounty from the sea. This development moved Capt. Hall of *Androscoggin* to report the necessity for remaining "on station" into the early spring. This extension granted, *Androscoggin* operated off the Grand Banks, pausing briefly to take on coal and water at Halifax, into late May, 1915. *Androscoggin's* doctor treated more than 100 medical cases during the first five months that the ship spent in two at-sea periods among the craft off the Banks. During that time, she did not neglect her other traditional functions—assisting three vessels in distress.

Following this arduous duty, *Androscoggin* sailed south for the Coast Guard Depot at South Baltimore, arriving on the morning of 7 June. She remained there until sailing for Boston that morning of 12 October. Resuming her operation with the fishing fleets that November, the ship again operated out of Halifax and Shelburne, into May 1916. The presence of a hospital ship in their vicinity over the next few months, was a source of great comfort and security to the fishermen, and her duty remained unchanged as the world situation worsened. Ultimately the conflict in Europe became "global" when the United States entered the war on 6 April 1917. The following day, *Androscoggin* received word to acknowledge "Plan One."

As the Coast Guard came under the control of the Navy for the duration of "The War to end all Wars," *Androscoggin* quickly prepared for wartime service. Within 10 days of America's entering into hostilities, Commander, Squadron 1, Patrol Force, Atlantic Fleet—to which *Androscoggin* was initially assigned—recommended that she be rearmed with a battery of four 3-inch guns *vice* her 6-pounders. However, the shortage of such weapons made their assignment to *Androscoggin* by the summer impossible and instead her "worn" guns were replaced by similar caliber weapons taken off USCGC *Tampa* when the latter was rearmed for war service.

Based at Provincetown, Mass., *Androscoggin* was "prepared at all times to get underway at two hours' notice for patrol or other duties" of the Patrol Force, into the autumn of 1917. Outside of her new wartime patrol duties, *Androscoggin* continued to perform her usual peacetime task of going to the aid of distressed shipping. One instance of this occurred when, on 9 November 1917, she received a report that SS *Santa Rita* had

broken down; *Androscoggin* departed Boston at 1030 that day and learned at 1135 on the 12th that *Santa Rita* no longer needed assistance since another vessel had arrived and provided her with enough fuel to make port. *Androscoggin* returned to port on the morning of the 15th. A short time later, her rudder and steering gear were damaged in a gale and prevented her from assisting ships in trouble off New Brunswick and Prince Edward Islands early in December.

During the course of her subsequent repairs, it was necessary to put the cutter up on the marine railway at the Boston Navy Yard. Winter icing conditions, however, delayed the ship's leaving the railway.

Androscoggin was undocked on 15 February and resumed operations soon thereafter. In early March, the ship took the disabled merchantman, SS *Turret Crown*, in tow, taking her to Boston where a tug assumed the tow and took the ship in for repairs. In March, *Androscoggin*—in company with USCGC *Tuscarora*—escorted a formation of 110-foot subchasers to Bermuda. Following that tour of convoy duty, she towed barges from Guantanamo Bay to Hampton Roads in April.

Upon completion of repairs at Boston, *Androscoggin* cruised on Ice Patrol, reporting ice conditions off St. John's, Newfoundland, in mid-May. During the course of her first patrol in those waters, she sighted five large icebergs, two small, and seven "growlers" on 29 May and one small berg on 1 June. Her final report recapitulated what she had seen—no icebergs off the Grand Banks but some to the southward and eastward, concluding that vessels in that area should proceed cautiously in "thick weather."

After stopping briefly at Boston for maintenance, *Androscoggin* returned to northern waters a second time in June, for the Ice Patrol duty before resuming her activities looking in on the fishing fleet off Georges and Grand Banks area that August. During the subsequent repairs at Boston, the efforts to have *Androscoggin's* armament upgraded finally bore fruit, when the ship received 3-inch guns that had initially been earmarked for new construction minesweepers.

Androscoggin operated briefly in the waters off Nova Scotia in early October 1918 and touched at Quebec toward the end of the month. On 11 November, the armistice was signed ending hostilities. Between 5 and 9 December 1918, the cutter conveyed a flotilla of nine trawlers from Halifax to Boston.

Detached from the 1st Naval District for temporary duty under the orders of the "Commodore Commandant of the Coast Guard" on 7 March 1919, *Androscoggin*—her battery removed prior to departure—resumed Ice Patrol duties soon thereafter. This ship and the cutter *Tallapoosa* received orders to patrol the steamship lanes to determine the limits of ice areas and to broadcast the information to ships in their vicinity. Relieving *Tallapoosa* on station on 1 May and in turn relieved on the 16th, *Androscoggin* conducted one more patrol before returning to Boston in June.

Relieved of duty with the Ice Patrol on 5 July, *Androscoggin* resumed her operations attached to the 1st Naval District. On 20 July 1919, the ship departed Boston and proceeded to Halifax, conveying four Canadian trawlers and two Canadian drifters to be returned to that government after their brief service with the Navy. Shortly after midnight, one of the trawlers (No. 55) disappeared into the murk.

While the convoy stopped, *Androscoggin* commenced blowing her whistle at intervals, and heard a three-blast answer which she assumed came from the missing No. 55. *Androscoggin* then lay to for almost an hour, waiting for the trawler to return to the convoy and plainly heard a whistle in the foggy darkness. Steering toward the sound but seeing no lights accompanying it, the cutter proceeded on the same course for five miles but neither sighted nor heard anything more. She then again lay to but—as day broke upon the calm, hazy sea—there was no sign of the lost trawler. At 0600, on the 21st, *Androscoggin* continued on her voyage, conveying the three remaining trawlers and the two drifters, reaching Halifax on the 23d. Happily, the missing trawler turned up safe and sound, reporting her position as anchored off the fogbound entrance to Dover, Nova Scotia, on the morning of 23 July and indicating her intentions to proceed when the fog cleared.

After returning to Boston, *Androscoggin* escorted a second convoy of Canadian drifters to Halifax (30 August to 2 September) before arriving at Boston on the 5th. Although the Coast Guard was transferred back to the jurisdiction of the Treasury Depart-

ment on 28 August 1919, *Androscoggin*, along with the cutters *Ossipee*, *Acushnet*, *Mackinac*, and *Winnisimmet*, was not returned to the Treasury Department until 22 September 1919.

Androscoggin resumed regular cruising duty the following spring, based at Boston and was assigned to the Eastern Division, held in readiness to answer calls to assist vessels in distress "and perform all the other duties of a regular cruising cutter." Her cruising grounds were to encompass the waters from Eastport, Maine, to Nantucket Shoals. Highlights of her operations over the next few months were two instances in which she responded to calls for assistance from vessels and temporary duty on the New York station with the International Yacht Races.

That fall, the cutter cruised to Gloucester, Mass., a visit occasioned by a complaint, lodged by fishermen with the local congressman, that a number of Gloucester fishermen's nets had been tampered with by persons unknown. They asked the government to protect their nets "against marauders" who were daily destroying them some three to four miles off Cape Ann. *Androscoggin* accordingly sailed for Gloucester on the morning of 22 October 1920 and investigated the matter, spreading the news that the Coast Guard was "on the lookout for the persons guilty of cutting the fishnets or any other interference with the fishermen in their regular pursuit of trade."

Following that mission, *Androscoggin* resumed operations out of Boston, spending the latter part of the year under repairs at the Boston Navy Yard before resuming duty status on 1 January 1921. Once in January and again in February, *Androscoggin* searched unsuccessfully for wreckage reported by passing steamers, looking for possible menaces to navigation that needed to be destroyed. That spring, in the absence of *Acushnet* from her regular station at Woods Hole, Mass., *Androscoggin* was based temporarily there, taking over *Acushnet's* cruising area out of that port. She continued standing-in for other ships when she operated out of New London in the absence of USCGC *Ossipee* in early June. During the course of those operations, *Androscoggin* visited Gloucester, Portland, Rockland, Cutler, Eastport, Lubec, Pleasant Bay, Castine, Belfast, Boothbsy, Kittery Point, and paid return calls on Rockport and Gloucester between 6 and 15 June 1921. Her orders directed her to board vessels, enforce the customs, navigation, and boat laws ascertaining "whether there are known violations of laws coming under the cognizance of the Coast Guard and take action accordingly . . ."

Subsequently sailing south to Norfolk, *Androscoggin* relieved USCGC *Manning* on 1 July, freeing that cutter to undergo an overhaul. During the course of that brief stint of replacement duty, *Androscoggin* visited Chincoteague Island, searching for the schooners *Bertha* and *Pocomo*, whose owners had allegedly been using them for smuggling whiskey in violation of Prohibition Laws. When her search proved unsuccessful, the ship returned to Norfolk on 12 July.

When *Manning* returned to her regular station, *Androscoggin* received her final cruising orders: to proceed to the Coast Guard Depot at South Baltimore for decommissioning. Departing Norfolk on the morning of 3 August, *Androscoggin* reached the Washington Navy Yard the following afternoon. Prior to arriving at the Coast Guard depot on 16 August, the ship conducted a brief cruise down the Potomac with a congressional delegation, members of the Committee on Interstate and Foreign Commerce—including its chairman, the Honorable Samuel E. Winslow of Massachusetts—embarked. "The run was delightful and the experience instructive," Winslow later wrote in appreciation to Commodore William E. Reynolds, the Commandant of the Coast Guard, "Everything about the boat [sic] in respect of its cleanliness, order, and good conduct of the crew indicated a careful observance of duty on the part of everybody . . ."

After the removal of stores and equipment to be properly stored at the depot, *Androscoggin* was placed out of commission at the Coast Guard Depot, South Baltimore, on 26 August 1921, and her crew was assigned to the newly built USCGC *Tampa*. On 10 May 1922, *Androscoggin* was sold, along with the former cutter *Itasca* (ex-Bancroft) to Mr. Charles A. Jording of Baltimore.

The name *Androscoggin* was initially assigned to AOG-24 but that projected *Mettawee*-class gasoline tanker was renamed *Sheepscoot* (q.v.) to avoid confusion with the *Owasco*-class Coast Guard cutter (WPG-68) of the same name.

Anemone

A member of a species of a large genus of the buttercup family.

I

(ScTug: t. 156; l. 99'; b. 20'5"; dph. 8'4"; s. 11 k.; cpl. 30; a. 2 24-pdr. sb., 2 12-pdr. sb.)

The first *Anemone*—a screw tug built in 1864 at Philadelphia—was purchased by the Navy from S. & J. M. Flannagan on 13 August 1864 at Philadelphia prior to her documentation as a merchantman; named *Anemone*; fitted out by the Philadelphia Navy Yard for naval service; and commissioned there on 14 September 1864, Acting Master Jonathan Baker in command.

Assigned to the North Atlantic Blockading Squadron, *Anemone* reported to Rear Admiral Samuel Phillips Lee at Beaufort, N.C., on 20 September 1864 and received orders to join in the cordon of Union ships guarding the western bar off Wilmington. She promptly took station, but soon thereafter suffered a rudder casualty and was forced to retire to the Norfolk Navy Yard for repairs.

The tug returned to waters off Wilmington early in December and took part in the abortive attack on Fort Fisher on Christmas Eve 1864. She then received orders to Beaufort where she served through the end of the Civil War and into the ensuing summer. On the morning of 20 July, after *Quinnebaug* had been seriously damaged while leaving Beaufort, *Anemone's* commanding officer, Acting Ensign A. O. Kruge, and her executive officer, Mate George W. Briggs, commanded launches which rescued the crew and passengers—homeward-bound troops—from the doomed Army transport.

Shortly thereafter, *Anemone* sailed North to serve as a tug at the New York Navy Yard during the partial demobilization of the Union fleet. She was decommissioned there on 28 September 1865 and was sold at public auction on 25 October 1865. Documented *Wicaco* on 1 December 1865, the tug served American shipping until 1896.

II

(Lht.: t. 677; l. 174'; b. 30'; s. 13 k.; cpl. 26)

The second *Anemone*—a lighthouse tender constructed in 1908 at Camden, N. J., for the Lighthouse Service—was transferred to the Navy on 16 April 1917, after the United States entered World War I, and was commissioned on 16 May 1917. Assigned to the 2d Naval District, the ship spent the war years patrolling, tending antisubmarine nets, adjusting buoys, and laying mines. Her name was struck from the Navy list on 4 March 1919, and she was returned to the Lighthouse Service.

Anemone IV

(MB: t. 118 (gross); l. 127'0"; b. 18'10"; dr. 16' (aft); s. 8 k.; cpl. 24; a. 1 1-pdr.)

Anemone IV—a ketch-rigged auxiliary schooner built in 1899 at Gosport, Maine, by Camper & Nicholson—was acquired by the Navy on 3 October 1917 at Fort Townsend, Wash., under free lease from Mr. E. A. Sims. Although she was carried on the Navy list only by her official identification number, *SP-1290*, numerous government documents, lists, and registers—other than the Navy list—referred to the vessel by the name *Anemone IV*. Apparently, she was never placed in commission; but she saw active service in the 13th Naval District training recruits at the Naval Training Station, Seattle. She was placed out of service on 3 March 1919 at the Puget Sound Navy Yard and was returned to her owner the following day. Her number was struck from the Navy list concurrently with her return to Mr. Sims.

Angler

A marine fish found on both sides of the Atlantic. It lies partly buried on the ocean floor enticing smaller fish within its reach by moving an appendage located on the head and mouth.



Angler (SSK-240), moored outboard in the nest of ships at the end of State Pier (left) at New London, Conn., March 1953, along with *Entemedor* (SS-340) and *Halfbeak* (SS-352). Other ships present include *Fulton* (AS-11), with *Razorback* (SS-394), *Tusk* (SS-426) and *Hardhead* (SS-365). (NH 90524)

(SS-240: dp. 1,845 (surf.), 2,415 (subm.); l. 311'8"; b. 27'3"; dr. 15'5"; s. 20.25 k. (surf.), 8.75 k. (subm.); cpl. 81; a. 10 21" tt., 1 3", 2 .50-cal. mg., 2 .30-cal. mg.; cl. *Gato*)

Angler (SS-240) was laid down on 9 November 1942 by the Electric Boat Co., Groton, Conn.; launched on 4 July 1943; sponsored by Mrs. Patrick H. Drewery, the wife of Congressman Patrick H. Drewery of the House Naval Affairs Committee; and commissioned at New London, Conn., on 1 October 1943, Lt. Comdr. Roger I. Olsen in command.

Following shakedown in the New London and Newport, R.I., area, *Angler* sailed to Key West, Fla. She arrived on 21 November and after one week of operations with the Fleet Sound School, sailed for Pearl Harbor on 27 November.

Selected to be transferred from Pearl Harbor to base on Fremantle, Australia, *Angler* commenced her first war patrol on 10 January 1944, her patrol to terminate at Fremantle. *Angler* encountered a Japanese convoy north of the Marianas on 29 January, and attacked with torpedoes. She claimed to have sunk one ship and damaged two others, but postwar records confirmed only the sinking of the 890-ton net tender *Shuko Maru*. Having developed "structural noises" which prevented silent running, *Angler* turned back to Midway for repairs, arriving on 4 February.

Angler began her second war patrol on 15 February, assigned the waters off the east coast of the Philippines in the Mindanao and Sulu Seas. While she was nearing her patrol area, General Douglas MacArthur had learned that the Japanese were massacring all the civilians they could find on the island of Panay. MacArthur requested that a submarine be assigned to evacuate what was believed to be about twenty civilians from the island. The task fell to *Angler*, and she found 58 men, women, and children—not about 20—awaiting rescue. *Angler* took all of them on board and berthed them in the forward and after torpedo rooms. Meals were limited to two per day in an attempt to stretch the submarine's overtaxed food supply. Toward the end of the cruise, many of the passengers and crew became nauseous. The captain suspected the water supply may have been contaminated, and requested that the fresh water tanks be cleaned upon arrival at Fremantle on 9 April.

Angler sailed on 3 May for another patrol—one of eight submarines assigned to support the carrier strike scheduled to hit Surabaya, Java. Their job would be to destroy retreating Japanese ships, to provide lifeguard services, and to guard the major passages from the Java Sea (the Sunda and Lombok Straits) to the Indian Ocean lest the Japanese try to move into the Indian Ocean to attack the Allied strike force. Launched as scheduled on 17 May, the strikes achieved complete surprise.

The only action of the patrol for *Angler* came on 20 May, when she torpedoed and sank the 2,105-ton cargo ship *Otori Maru*. Japanese escort vessels administered a bad pounding to *Angler*, but she escaped damage.

The next day, 21 May, nausea again gripped everyone on board *Angler*. The situation was reported to Fremantle, and the submarine was ordered to return at once. Things on board *Angler* continued to grow worse. On 22 May, Lt. Comdr. Olsen noted in the log: "Physical condition of officers and crew is so bad that it is difficult to maintain watch, either surface or submerged. Put crew on fruit juice alone, no water. Held thorough field day in case boat is contaminated. Exercised special supervision in cooking, dishwashing." On 23 May he wrote, "Decided to run submerged as we did not have enough able-bodied people to maintain proper surface watch."

Flasher (SS-249) and *Childs* (AVD-1) were sent to intercept *Angler* and lend assistance. *Crevalle* (SS-291) also arrived and transferred a doctor to assist the ailing crewmembers. *Angler* finally arrived at Fremantle on 29 May. An investigation concluded that an electrician had taken a can of carbon tetrachloride, on board as a cleaning agent, which was strictly forbidden. Although the illness was attributed to the tetrachloride, some, however, suspected that the fresh water tanks had not been cleaned as requested, and that that was the cause of the mysterious malady that had laid low *Angler's* crew.

Angler began her fifth patrol on 21 June. She paused to refuel alongside a barge in Exmouth Gulf on 24 June, and while maneuvering into position, hit an uncharted obstruction. Returning to Fremantle for repairs, *Angler* was underway again on 29 June with a new starboard propeller. She rendezvoused with *Flasher* and *Crevalle* to carry out one of the first "wolf pack" patrols of the war. The group worked the middle area of the South China Sea and along the Indochinese coast, without success. They were then ordered to move to a position off the west coast of Luzon. On 25 July, *Angler* and her sister ships picked up a large north-bound convoy and began a series of attacks over the next few days. While *Angler* failed to damage any ships, the pack as a whole sank six ships for 36,000 tons. The patrol continued uneventfully until 23 August, when *Angler* returned to Fremantle.

On 18 September, the submarine departed on her next patrol, to operate with *Bluegill* (SS-242) in the Sulu Sea. On 14 October, *Angler* torpedoed and sank the 2,400-ton transport *Nanrei Maru*.

At 0145 on 22 October, the men on watch on *Angler's* bridge were startled by voices calling out of the darkness. Repeated attempts to locate the source of the calling proved unsuccessful, but the dawn soon revealed "one of the most gruesome sights imaginable as far as you could see . . ." the water literally covered with wreckage and dead Japanese, most clad in Army uniforms. Aircraft in the vicinity made stopping to investigate one lifeboat a risky proposition, but *Angler* returned at sunset. At 1806, she brought this boat alongside and counted 26 men—soldiers and naval ratings. Determining who was the senior officer of the group, the submarine retained three men for questioning, and after giving the remaining men in the boat some food, water, and a course to land, 80 miles away, released the lifeboat. The three prisoners retained on board—Second Lieutenant Seigi

Shimazu, Sergeant Sei Fuji, and Sergeant Toyonaga Nishikawa—had willingly agreed to go along with the Americans.

Continuing her war patrol, at 1915 on 23 October, *Angler* made radar contact with the main Japanese force steaming to contest the Allied invasion of Leyte. *Angler* tracked the task force until 0240 the following morning, and her contact reports proved of inestimable value to the American forces off Leyte. Ironically, *Angler* had just made contact with the only worthwhile convoy of her entire patrol. Although the maneuvers to clear the convoy took her ten miles astern of the task force, *Angler* forsook the convoy for the more important task force. On 1 November, she rendezvoused with *Hardhead* (SS-365), and received on board Cdr. Fred E. Bakutis, a pilot from Fighting Squadron (VF) 20 who had been rescued by *Hardhead* a short time before. *Angler* eventually returned to Fremantle on 9 November.

On 4 December, *Angler* left on her sixth patrol, during which time she served a brief period of lifeguard duty. On 13 December, *Bergall* (SS-320) was fired on by a Japanese destroyer. A shell tore a large hole in *Bergall*'s pressure hull and left the submarine unable to dive. *Angler*, operating in the Java Sea, received orders to proceed to *Bergall*'s assistance, take off the crew and torpedo the ship. She found the crippled submarine on 15 December. *Bergall*'s commanding officer, Comdr. John Hyde, had decided to remain in *Bergall* with a skeleton crew. *Angler* trailed *Bergall* to take everyone off if a Japanese attack threatened. The two submarines traveled nearly 2,000 miles, through waters mostly controlled by the enemy, and reached Exmouth Gulf safely on 20 December without seeing any Japanese airplanes or ships.

Angler resumed her patrol, but contacted no enemy shipping. She put in to Saipan briefly on 6 February 1945, then continued on to Pearl Harbor. *Angler* reached the west coast of the United States on 24 February, and immediately began overhaul at the Bethlehem Steel Co. yard at San Francisco. She was underway again on 18 May, and by 12 June was ready to begin her seventh and final war patrol. On 27 June, she made a fuel stop at Saipan, then sailed to patrol the waters east of Honshu. At that stage of the war, shipping targets were few and far between, and *Angler* found made only two contacts; one of these moved away faster than *Angler* could close, but the submarine developed the other into a torpedo attack on 25 July 1945 which proved unsuccessful.

Angler did, however, conduct three shore bombardment missions during this patrol. The first, on 26 July, found her making a careful reconnaissance to locate a Japanese installation on Kinkasan Island. From a range somewhere between 3,000 and 4,000 yards, *Angler* hurled 25 rounds of 5-inch at a target area containing closely bunched buildings, radio towers, and a lighthouse. Although she claimed at least 20 hits, the large clouds of smoke and dust made a closer assessment of damage impossible.

Five days later, on 31 July 1945, after an all-day close-in observation, *Angler* surfaced at dusk in a thick fog, off Tomakomai, on Hokkaido, and fired 50 rounds of 5-inch at what looked like a thickly congested factory installation. The next day, on 1 August, *Angler* joined *Sea Poacher* (SS-406) and *Thornback* (SS-418) in carrying out a coordinated gun action against boat sheds and boats; *Angler* firing 23 rounds of 5-inch, 320 rounds of 40-millimeter and 300 rounds of 20-millimeter.

Angler arrived at Midway on 9 August, and was at that atoll when hostilities ceased on 15 August. She sailed for Pearl Harbor on 26 August and paused there briefly before continuing on to the United States. The submarine transited the Panama Canal on 14 September, and called at New Orleans on 20 September. A month of leave and upkeep followed; and, on 24 October, *Angler* got underway for Jacksonville, Fla. She continued on to Newport to unload her torpedoes on 2 November, and arrived at New London on 6 November. *Angler* sailed to Portsmouth, N.H., in February 1946 to begin deactivation. She returned to New London on 21 April, and was decommissioned there on 12 February 1947.

Following her recommissioning on 2 April 1951, *Angler* held shakedown in the Caribbean. She then began operations from her home port of New London. In October 1952, *Angler* was decommissioned and entered the General Dynamics Corp. yard at Groton, Conn., for overhaul and conversion. She was redesignated SSK-240 in February 1953.

Upon completion of overhaul, *Angler* was recommissioned in September 1953 and rejoined the Atlantic Fleet. Following her shakedown in the West Indies from November through March

1954, she returned to New London. She then operated along the east coast and in the West Indies for the next two years, taking part in numerous Atlantic Fleet exercises, and spent the period from January through April 1956 undergoing overhaul at the Portsmouth (N.H.) Naval Shipyard. *Angler* made a training cruise to the West Indies, then returned to the east coast. In October, the submarine deployed to northern Europe and visited several ports in Great Britain before returning in December to New London.

Angler spent the first eight months of 1957 participating in exercises along the east coast. On 27 September, she was underway for Europe to take part in NATO fleet exercises. She then visited Dieppe, France, and Portland, England, before returning to New London. Her final operation of the year was a training cruise to Bermuda in November.

From 24 February to 23 March 1958, *Angler* participated in Operation "Springboard," held in the West Indies and Caribbean, following those evolutions with numerous training exercises. On 3 November, *Angler* once again entered the Portsmouth Naval Shipyard for overhaul. Repairs were completed in March 1959, and the submarine resumed her schedule of operations and exercises along the east coast. She also rendered services to the Submarine School, New London. In 1960, the ship was redesignated as SS-240.

On 24 October 1962, *Angler* commenced her first deployment to the 6th Fleet and conducted operations in the Mediterranean. In the course of her deployment, she visited ports in Spain, Italy, France, and Greece. She returned to New London on 6 February 1963 and resumed operations with the submarine school. During 1963, *Angler* was redesignated AGSS-240. For the remainder of her career, the submarine continued her pattern of periodic deployments to the Caribbean and West Indies, made midshipman and Naval Reserve training cruises, and operated in conjunction with the submarine school.

Angler was decommissioned on 1 April 1967 and was assigned to the Naval Reserve training program at Philadelphia. On 30 June 1971, she was redesignated to IXSS-240. Her name was struck from the Naval Vessel Register on 15 December 1971. Sold to the Union Minerals and Alloys Corp., of New York City, on 1 February 1974, she was removed from naval custody on 4 March 1974 to be broken up for scrap.

Angler won six battle stars for her World War II service.

Anguilla Bay

The origin of this name is obscure, but it apparently refers to a bay indenting the coast of the Aleutian island of Anguilla (Spanish for "eel") in the Gulf of Esquibel, Alexander Archipelago, named by the Spanish explorers Francisco Antonio Maurille and Juan Francisco Quadra between 1774 and 1779.

The unnamed auxiliary aircraft carrier ACV-58 was laid down under a Maritime Commission contract (MC hull 1095) on 17 November 1942 at Vancouver, Wash., by the Kaiser Co.; named *Anguilla Bay* on 22 January 1943; but, prior to the ship's launching, renamed *Corregidor* (q.v.) on 3 April 1943 to commemorate the heroic but doomed defense of that island during the Philippine campaign of 1941-1942.

The name *Anguilla Bay* was reassigned to CVE-96 on 28 June 1943, but that escort aircraft carrier was renamed *Salamaua* (q.v.) on 6 November 1943, prior to the laying of the ship's keel, commemorating the recent (15 September 1943) taking of that New Guinean town by Allied forces.

Aniwa

A village in Shawano County, Wis.; a corruption of the Chipewewa Indian prefix "aniwi" which signifies superiority.

(Freighter: dp. 12,700; l. 416'6"; b. 53'; dr. 26'5" (mean); s. 10 k.; cpl. 70; a. 1 6", 1 6-pdr.)

Aniwa—a steel-hulled, single-screw freighter built under a United States Shipping Board (USSB) contract in 1918 at Oakland, Calif., by the Moore Shipbuilding Co.—was earmarked



Aniwa (Id. No. 3146), underway soon after completion. Note "dazzle" paint scheme, designed to break up the ship's silhouette and disrupt a submariner's perception of her course, as well as the empty gun platforms at both bow and stern, indicating that her main and secondary batteries have not yet been installed. (NH 65140)

by the Navy for operation by the Naval Overseas Transportation Service (NOTS). Assigned the identification number (Id. No. 3146, the freighter departed her builder's yard for final sea trials on the morning of 25 July 1918 and arrived at San Francisco, Calif., that afternoon. During the passage, her prospective commanding officer, Lt. Comdr. Foster Ryer, USNRF, came on board from a launch. The following morning, *Aniwa* was placed in commission, Lt. Comdr. Ryer in command.

Shifting to the Mare Island Navy Yard, Vallejo, Calif., on the 27th to take on stores and embark the balance of her crew, *Aniwa* moved to Port Costa on the 31st and loaded a cargo of flour. Underway for the east coast of the United States on 7 August, *Aniwa* transited the Panama Canal on the 23d and—after clearing Cristobal, Panama, early on the 24th—shaped course for New York. She reached Brooklyn, on the afternoon of 4 September.

Shortly after midday on the 15th, *Aniwa* headed out to sea in a convoy bound, ultimately, for the North Russian port of Archangel. Earlier in the year, Ambassador David R. Francis had urged the sending of shiploads of foodstuffs to Archangel for a three-fold purpose: (1) to feed the local Russian population whose flow of provisions had been interrupted by the Czech Legion's occupation of the Trans-Siberian Railway; (2) to provide for the Allied representatives in the city of Vologda should they retire northward; and (3) to create a favorable image of the United States.

Aniwa arrived off the mouth of the Dvina River on 11 October and ascended that waterway the following day and at 1745 made fast alongside the British merchantman SS *Grofe Castle* which in turn was moored to a wharf. She immediately posted watches bow and stern to protect the ship and her cargo. Two days later four soldiers—a corporal and three privates—reported to the ship to serve as an "armed guard."

An outbreak of influenza in the seaport curtailed liberty for the crew during certain periods of the ship's stay in Archangel. It even struck the ship's hospital corpsman, who had to be sent ashore for treatment in the American Red Cross hospital. To fill the gap created by his illness, the ships' doctors of *West Gambo* (Id. No. 3220) and *Olympia* (Cruiser No. 6) visited *Aniwa* and ministered to her sick.

Unloading operations proceeded nearly without incident. On the afternoon of 23 October, two Russian stevedores, obviously feeling the shortage of foodstuffs ashore, were caught trying to leave the ship with small quantities of *Aniwa's* cargo of flour.

Then, on 5 November, a sling broke dropping a bale of hemp on a Russian stevedore. Fortunately, the man was not badly hurt and was soon on his way to a Russian hospital for treatment.

Underway for the United States on the morning of 10 November with a small number of passengers embarked, *Aniwa* sailed in ballast and reached Brooklyn, on 8 December. Shifting to Bush Docks, Brooklyn, soon thereafter, she loaded 6,905 tons of general cargo and underwent a few minor repairs before beginning her next voyage, this time under the auspices of the Naval Overseas Transportation Service.

Four days after Christmas of 1918, shortly after midday, *Aniwa* cleared the port of New York on her first post-armistice voyage, bound for Gibraltar. As the days wore on, the weather remained fairly rough, with the ship rolling easily in the long swells, and she took water forward and aft; a leak in the after storeroom occupied the attention of at least one man for nearly an entire day on 7 January 1919. Soon thereafter, problems with her condenser and boilers forced her to put into the Azores on the 10th for voyage repairs.

Underway again on 28 January, *Aniwa* reached Gibraltar on 4 February and tarried there for a short while before resuming her voyage to Genoa, Italy, where she arrived on the morning of 11 February.

Inept cargo handling during unloading operations caused much damage to the shipment of foodstuffs that the ship had carried from New York. Finally, after having discharged all that she had brought, by early March, *Aniwa* took on ammunition from the Navy tugs *Nahant* and *Penobscot* for transportation back to the United States, and then loaded ballast for the return trip. She departed from that Italian port on the morning of St. Patrick's Day.

After touching briefly at Gibraltar on 23 and 24 March to pick up passengers, *Aniwa* continued her homeward-bound voyage, ultimately arriving off Tompkinsville, Staten Island, on 15 April. There, she unloaded the ammunition and soon moved to the pier at East 19th Street, New York City. She was decommissioned there on 21 April 1919, and her name was struck from the Navy list that same day.

Turned over to the USSB for operation, *Aniwa* continued carrying cargo, this time under civilian auspices. Her travels for the remainder of 1919 took her to Mobile, Ala.; Liverpool, England; and Newport News, Va. Laid up in 1923, *Aniwa* remained inactive for the next six years or so, until being "abandoned" due to age and deterioration during the fiscal year 1930.

Ankachak

A Chnagmiut Indian village located on the right bank of the lower Yukon River in Alaska.

(YTB-501: dp. 260; l. 100'0"; b. 25'0"; dr. 9'7" (f.); s. 12 k.; cl. *Sassaba*)

Ankachak (YTB-501) was laid down on 20 March 1945 at Stamford, Conn., by the Luders Marine Construction Co.; launched on 18 July 1945; and delivered to the Navy on 5 November 1945.

However, by that time World War II had ended and the Navy's need for almost all types of ships had decreased. Therefore, instead of beginning active service, the large harbor tug was laid up with the Green Cove Springs (Fla.) Group, Atlantic Reserve Fleet. Finally, in August 1948, *Ankachak* was placed in service for duty in the 5th Naval District, based at Norfolk, Va. She spent the remainder of her career in the United States Navy operating in the waters of the 5th Naval District. In March 1966, she was reclassified a medium harbor tug and redesignated YTM-767. On 1 July, the tug was transferred to the Greek Navy under lease arrangements. She joined the Greek Navy as *Aias* (A-412). In December 1977, her name was struck from the Navy list; and she was sold to Greece. As of the beginning of 1985, *Aias* was still active with the Greek Navy.

Anna

Anna—a schooner purchased by the Union Navy from the Key West prize court in March 1863—was erroneously called *Annie* (q.v.) when she began her service in the Navy, and the ship carried that name throughout her naval career.

Anna B. Smith

The 70-foot wooden-hulled schooner *Anna B. Smith*—built in 1892 by Joseph B. Brooks, of Little Choptank River, Md., and rebuilt in 1914—is listed in a 5th Naval District Mobilization Plan dated 11 September 1917 as having been "designated . . . and assigned . . . to the 5th Naval District." However, at that time, *Anna B. Smith*—assigned the identification number (Id. No.) 1458—may have been already taken over from the Conservation Commission of Maryland and "enrolled" on 17 August 1917, since she is carried as being "already in naval service." This same source indicates that she was ordered returned to her previous owner on 26 September 1918 and placed "out of commission" on 9 December of the same year.

Annabelle

(MB: t. 8; l. 37'11"; b. 11'0"; dr. 3½ (aft); s. 8 mph.; cpl. 5; a. 1 1-pdr.)

Annabelle (SP-1206)—a motorboat built in 1898 by John Archie—was chartered by the Navy from Mr. W. J. Mathewes of Chincoteague, Va., on 15 June 1917 and was placed in commission on 16 August 1917. Assigned to section patrol duties in the 5th Naval District, she cruised the waters of the Norfolk-Hampton Roads area until returned to her owner on 20 December 1918.

Annapolis

A city in Maryland located on the shores of the Severn River and the Chesapeake Bay. It is the capital of Maryland and the county seat for Anne Arundel County. The United States Naval Academy is located in Annapolis.

I

(Gbt: dp. 1,153; l. 203'6"; b. 36'0" (wl.); dr. 12'9" (aft); s. 13.17 k.; cpl. 133; a. 6 4", 4 6-pdrs.; cl. *Annapolis*)

The first *Annapolis* was laid down on 18 April 1896 at Elizabethport, N.J., by Lewis Nixon; launched on 23 December 1896; sponsored by Miss Georgia Porter, the daughter of Capt. Theodoris Porter, USN; and commissioned at New York on 20 July 1897, Comdr. John J. Hunker in command.

Following commissioning, the gunboat operated along the east coast and in the Caribbean Sea engaged in training missions. In March 1898, she was assigned to the North Atlantic Fleet. By April, the United States had moved to the verge of war with Spain over conditions in Cuba. On 18 April, the warship departed New York on her way to the Florida coast. She arrived at Key West on the 25th, the day on which President McKinley signed a joint resolution of Congress that formalized the fact that a state of war had existed between the United States and Spain since the 21st. She made a round-trip voyage from Key West to Port Tampa and back before joining the blockade off Havana on 2 May. She remained there for 19 days. On 8 May, she assisted *Mayflower* in capturing the Spanish sailing vessel *Santiago Apostol*, bound from Yucatan to Havana with a cargo of fish.

The remainder of that tour passed more or less routinely, and *Annapolis* retired from Cuban waters on 21 May. She spent eight days at Key West and two weeks at Port Tampa before rejoining the blockade at Daiquiri on 22 June. The following day, the gunboat moved to Guantanamo Bay. On 29 June—while she was on station at Guantanamo Bay with *Ericsson* and *Marblehead*—she assisted those ships in the capture of the British steamer *Adula*. On 13 July, she left the Guantanamo Bay area to make a reconnaissance visit to Baracoa on Cuba's northeastern coast. While at Baracoa on the 15th, she conferred with a group of friendly Cubans and engaged in a brief gun duel with an enemy shore battery near the eastern end of the town. She departed Baracoa that same day and resumed duty at Guantanamo Bay on the 16th.

On the 18th, she received orders to help capture Nipe Bay located about 90 miles up the northeastern coast from Baracoa. Following *Wasp*, *Leyden*, and *Topeka* into the bay on the 21st, *Annapolis* successfully passed through a known minefield. Inside, the four American ships discovered the Spanish gunboat *Don Jorge Juan* lying at anchor inside the bay. After a brisk exchange of fire, the Americans bested the Spanish warship, and she began to sink. *Annapolis* and the three other ships set about the tasks of completing the capture of the Nipe Bay littoral and removing the mines from the bay itself. The gunboat departed Nipe Bay on 22 July and set a course for Puerto Rico where she assisted the Army in the capture of the city of Ponce on the 30th. For the remainder of the war, she served at Puerto Rico, making one voyage from that island to St. Thomas in the Danish West Indies at the end of the first week in August just before the armistice of 12 August.

On 24 August, she departed Puerto Rico and proceeded—via Key West—to the New England coast where she visited Newport, R.I.; Portsmouth, N.H.; and New York City. Late in October, the gunboat headed back to the West Indies where she cruised for the next six months. *Annapolis* returned to the New England coast late in April 1899 and operated along the eastern seaboard for the next four months. On 5 September 1899, she was placed out of commission at Norfolk.

She was recommissioned on 14 November 1900, Lt. Comdr. Karl Rohrer in command. At the end of December 1900, she departed Hampton Roads, bound for the Far East. Steaming via the Atlantic Ocean, the Mediterranean Sea, the Suez Canal, and the Indian Ocean, the warship arrived at Cavite in the Philippines on 24 April 1901. She remained in the Far East for the next three years. For the most part, the Philippine Islands constituted her sphere of operations. She conducted patrols, carried passengers and mail between the islands, and supported the Army during the latter stages of the Philippine pacification campaign. She also participated extensively in the hydrographic surveys made of the islands.

In the summer and fall of 1903, she joined American's Far Eastern fleet for a cruise to Chinese and Japanese waters. During that voyage, she visited Chefoo and Shanghai in China, Kobe and Yokohama in Japan, and Tamsui on the island of Formosa before returning to Cavite on 19 November.

The gunboat operated in the Philippines for the next three months; but, late in February 1904, she returned to Shanghai for a month. After a week of target practice in Chinese waters between 30 March and 8 May, *Annapolis* headed back to the



Annapolis pier-side at the New York Navy Yard, circa 1897. The decommissioned *Atlanta* lies in the background (left). (19-N-12-17-13)

Philippines, arriving in Cavite on 13 May. However, her stay was brief because she departed Cavite again on 2 June and shaped a course via Yokohama back to the United States.

Annapolis reached Mare Island, Calif., later that summer, was decommissioned, and entered the navy yard there for extensive repairs. She was placed back in commission on 25 March 1907, Lt. Comdr. Lewis J. Clark in command, and departed San Francisco on 5 April bound, via Hawaii, for American Samoa. The gunboat arrived at Tutuila, Samoa, on 22 May and began duty as station ship. She discharged those duties until 9 September 1911 at which time she departed Pago Pago to return home. The warship made a stop at Honolulu on the way back, arrived at San Francisco on 9 October, and entered the Mare Island Navy Yard later that day. The gunboat was decommissioned once more on 16 December 1911.

Annapolis remained at Mare Island until recommissioned on 1 May 1912, Comdr. Warren J. Terhune in command. Sometime in May, the warship moved south to San Diego, whence she departed the 21st and headed for the coast of Central America. She arrived off the coast of Nicaragua, at Corinto, on 13 June. Conditions in that Central American republic had been unstable throughout the first decade of the 20th century but, after 1910, became increasingly worse as three factions vied with each other for power. By the summer of 1912, General Estrada—more or less democratically elected under American auspices—had been forced out of office. His vice president, Adolfo Diaz, took over his duties; but, by the end of July, full scale civil war raged in Nicaragua. *Annapolis* returned to the Corinto area on 1 August following a six-week cruise along the coasts of Honduras,

Salvador, and Guatemala. The gunboat remained at Corinto for the following four months, periodically sending landing parties ashore to protect Americans lives and property and to restore order in areas where Americans were located. On 9 December, she departed Nicaraguan waters to return to San Francisco where, after stops at Acapulco, El Salvador, and at San Diego, Calif., she arrived on 30 December. That same day, the warship entered the Mare Island Navy Yard for repairs.

She completed repairs late in January 1913 and returned to sea on the 20th. The gunboat made a 16-day stop at San Diego before resuming her voyage to Central American waters on 7 February. *Annapolis* arrived at Amapala, Honduras, on 17 February and remained there until 9 March. After a short cruise to the Gulf of Fonseca and to Petosi in Nicaragua on 9 and 10 March, she returned to Amapala on the 10th and remained there until 23 April.

At that time, she departed the Honduran coast and headed for Mexico where successive coups had unseated first Porfirio Diaz and then his successor Francisco Madero. General Victoriano Huerta seized the reins of government, but others—notably Venustiano Carranza, Emiliano Zapata, Alvaro Obregon, and Francisco “Pancho” Villa—contested his usurpation of power and generally added to the mayhem in Mexico. For the next six years, *Annapolis* patrolled the Mexican coast investigating conditions, protecting American interests, and assisting American refugees. She spent most of her time along the Mexican coast but returned periodically to California for repairs, provisions, and training.

In June 1918, she moved through the Panama Canal to begin

duty out of New Orleans, La., with the American Patrol. She cruised the waters of the Gulf of Mexico until 25 April 1919 at which time she was detached from the American Patrol. She departed New Orleans early in May and arrived in San Diego later that month. On 1 July 1919, *Annapolis* was placed out of commission at the Mare Island Navy Yard. Early in 1920, the gunboat was towed to Philadelphia where she was turned over to the Pennsylvania State Nautical School on 1 April 1920. She served as a school ship, on a loan basis, for the next 20 years. On 17 July 1920, when the Navy adopted its alphanumeric system of classification, *Annapolis* was designated PG-10. On 30 June 1940, her name was struck from the Navy list, and she was turned over to the Maritime Commission for disposal. Presumably, she was scrapped.

II

(PF-15: dp. 1,430; l. 303'11"; b. 37'6"; dr. 13'8"; s. 20.3 k. (tl.); cpl. 180; a. 3 3", 4 40mm., 9 20mm., 2 dct., 8 dcp., 1 dcp. (hh.); cl. *Tacoma*; T. S2-S2-AQ1)

The second *Annapolis* (PF-15) was laid down on 20 May 1943 at Lorain, Ohio, by the American Shipbuilding Co.; launched on 16 October 1943; sponsored by Mrs. Belva Grace McCreedy; and commissioned on 4 December 1944 at Galveston, Tex., Comdr. M. F. Garfield, USCG, in command.

On 13 December, the patrol frigate departed Galveston to conduct shakedown training in waters surrounding Bermuda. She conducted those exercises between 19 December 1944 and 17 January 1945. The warship arrived in Norfolk, Va., on 21 January and commenced post-shakedown availability. She concluded repairs on 17 February and, that same day, stood out of Norfolk to screen a convoy to the Mediterranean Sea. *Annapolis* shepherded her convoy into Oran, Algeria, on 5 March and remained there until the 13th when she got underway to escort a return convoy to the United States. She entered port at New York on 30 March. Following a period of escort duty between Norfolk and New York, she departed the latter port in the screen of another convoy bound for North Africa. *Annapolis* reached

Oran on 10 May and departed there a week later. The patrol frigate saw her convoy safely into Philadelphia on 2 June and remained there for a fortnight.

On 16 June, she got underway for the Panama Canal Zone. She arrived in the Canal Zone on 29 June and operated from the submarine base at Coco Solo until early August. On 6 August, she arrived at San Pedro, Calif., and began duty along the west coast with the Pacific Fleet. That duty lasted through the end of the war and into 1946. On 29 May 1946, she was decommissioned at Bremerton, Wash. Her name was struck from the Navy list on 19 June 1946. On 24 November 1947, she was sold to the Mexican government through the Foreign Liquidation Commission of the State Department.

III

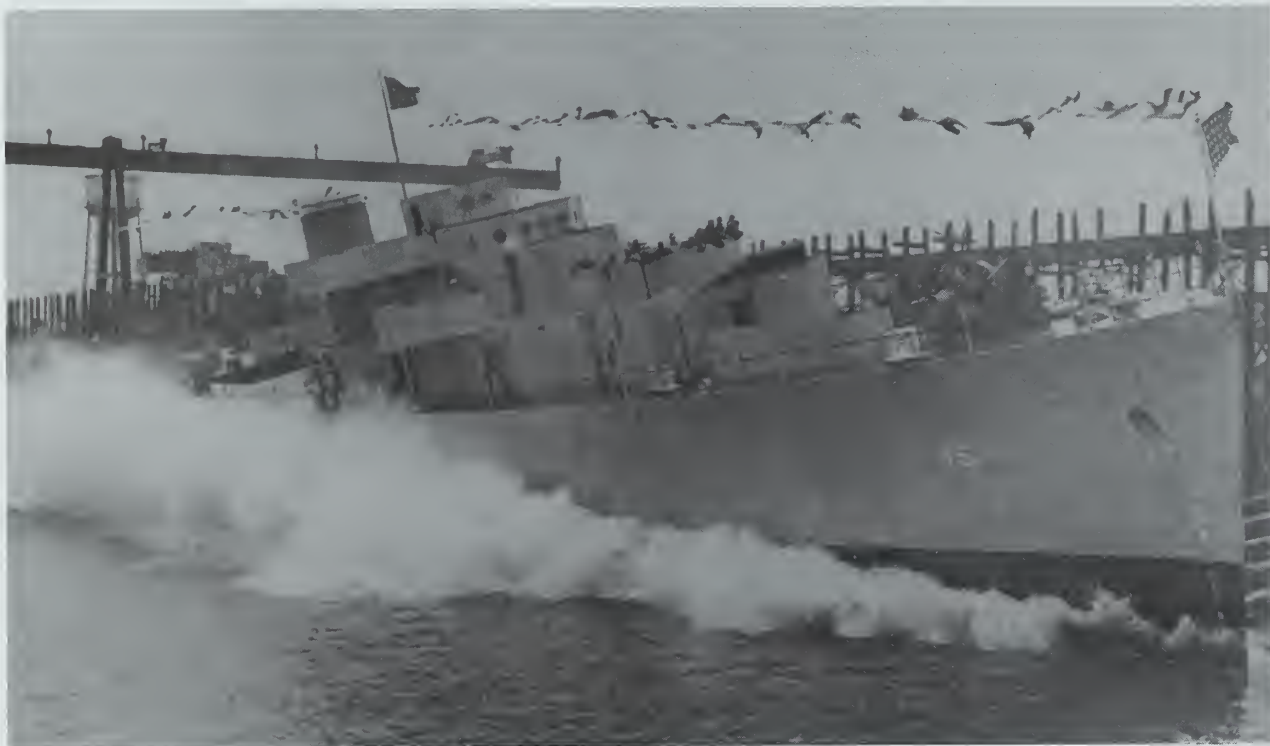
Gilbert Islands (CVE-107) (q.v.) was redesignated AGMR-1 on 1 June 1963 and renamed *Annapolis* on 22 June 1963.

Annawan

A sachem, or chief, of the Wampanoag Indians who lived during the latter half of the 17th century and served under King Philip as a military leader and counselor. When King Philip was killed in August, 1676, Annawan rallied the Wampanoag warriors, led them in escaping from a swamp in which they were surrounded, and carried on a guerrilla campaign against the New England colonists. He was captured later that year and was beheaded at Plymouth, Mass., by order of the colonial authorities.

(YN-50: dp. 95; l. 71'0"; b. 19'0"; dr. 10'6")

Russell No. 15—a tug build in 1935 at Brooklyn, N.Y., by Ira S. Bushey & Sons—was purchased by the Navy on 28 October 1940 from Newton Creek Towing Co., of New York City; renamed *Annawan* the following day; designated YN-50; modified for naval service by the New York Navy Yard; and placed in service there on 8 January 1941.



Annapolis (PF-15) goes down the ways, sideways, at her launching at the American Shipbuilding Co. of Lorain, Ohio, 16 October 1943. This procedure was necessitated by the constricted waters into which ships at some yards were launched. (NH 66293)

The net tender was assigned to the 1st Naval District and arrived in Narragansett Bay to commence duty on 20 January 1941. *Annawan* spend her entire career tending nets and operating as a tug in the 1st Naval District. On 8 April 1942, she was redesignated YNT-18. Later, on 4 August 1945, *Annawan* became a medium harbor tug with the alphanumeric hull designation YTM-739. On 1 September 1946, she was placed out of service. Found to be surplus to the needs of the Navy, *Annawan* was turned over to the Maritime Commission on 6 May 1947 for disposal. Her name was finally struck from the Navy list on 20 December 1948.

Anne Arundel

A county in Maryland whose seat, Annapolis, is the state capital and the home of the Naval Academy.

(AP-76: dp. 14,400; l. 492'; b. 69'6"; dr. 24'; s. 18.4 k.; cpl. 429; a. 4 3", 4 40mm., 18 20mm.; T. C3)

Mormacyork was laid down under a Maritime Commission contract (MC hull 43) on 18 July 1940 at Kearny, N.J., by the Federal Shipbuilding & Drydock Co.; launched on 16 November 1940; sponsored by Mrs. William T. Moore; owned and operated by Moore-McCormack Lines on voyages from the east coast of the United States to South American and Mediterranean ports; acquired by the Navy from the War Shipping Administration on 13 September 1942; converted for naval service as a transport at Brooklyn, N.Y., by the Robbins Shipbuilding & Drydock Co.; and commissioned on 17 September 1942, Comdr. Linsford Y. Mason, Jr., in command.

The next day, the new transport was renamed *Anne Arundel* and designated AP-76. On 22 September, she proceeded to Norfolk, Va., to load cargo and ammunition and then held shake-down training in the Chesapeake Bay. On 23 October, she left the east coast to rendezvous with Task Group (TG) 34.8, which had been formed to invade French Morocco. *Anne Arundel* arrived in the transport area off the Moroccan coast on 8 November and began discharging Army troops and supplies. This process continued until the 15th, when the ship moored at Casablanca. Unloading continued at dockside through the 17th, when she got underway in a convoy returning to the United States.

Upon arriving back at Norfolk on 2 December, the vessel was temporarily assigned to the Naval Transportation Service. The next day, she sailed to Brooklyn, N.Y., to undergo extensive alterations and repairs at the Atlantic Basin Iron Works. The yard work was completed in early January 1943, and the transport began taking on cargo and troops. On 14 January, she sailed

with a convoy on the first of a series of three voyages to Oran, Algeria. In April, while engaged in this service, the ship reported for duty to Amphibious Forces, Atlantic Fleet.

Instead of returning home from the last eastward transatlantic crossing which ended at Oran on 22 June, *Anne Arundel* got underway on 5 July to take part in Operation "Husky," a joint British-American invasion of Sicily. On the 9th, the vessel anchored off Scoglitti, Sicily, with Transport Division 5 and, the next day, began debarkation operations. She completed unloading on the 13th and reversed her course back to Oran. She paused there to take on personnel for transportation to the United States and then sailed on the 22d. The ship reached New York City on 3 August.

Following voyage repairs, the transport left the east coast on 21 August and headed back toward Algeria. She arrived at Oran on 2 September, unloaded her cargo, and returned to New York. *Anne Arundel* got underway again in early October and touched at Belfast, Northern Ireland, on the 17th before proceeding on to Gourock, Scotland, to discharge cargo. The vessel sailed on 27 October, shaped a course for Algeria, and remained in port at Algiers for one week before sailing for the United States. She reached New York on 11 December.

The transport began the year 1944 with a voyage to England. She touched at Liverpool on 9 January, debarked some troops, and moved on to Belfast the next day. The ship sent more troops and supplies ashore there before returning to the United States. She continued her supply runs between New York City and Great Britain through early June. Among her ports of call were Newport, Wales; Portland and Plymouth, England; and Loch Long, Firth of Clyde, Scotland. In mid-April, *Anne Arundel* arrived at Plymouth to begin rehearsals for the upcoming invasion of the European continent at Normandy.

On 5 June, the ship left Portland with Task Force 124 and headed for the transport area off "Omaha" beach in northern France. She began debarking troops at 0646 on D-day, 6 June, and completed the process later that day. The vessel then reversed her course, steamed to England, and moored at Portland on the 7th. *Anne Arundel* took on cargo at Avonmouth, England, later that month and got underway for Algeria on 3 July. She paused at Oran before sailing on to Naples, Italy. At that port, she took troops and supplies on board in preparation for the invasion of southern France, which was codenamed Operation "Dragoon."

On 15 August, *Anne Arundel* arrived in the Baie de Pampebonne off the coast of Provence in France and began discharging troops ashore that same day. The transport left the area on the 16th and set a course for Oran. She returned to the French coast on 30 August and moored in the Baie de Cavalaire to unload vehicles and troops to reinforce Allied positions. During



Anne Arundel (AP-76) en route to Sicily, July 1943, photographed from *Ancon* (AGC-4). (80-G-215088)

the next one and one-half months, the vessel made several resupply runs from Naples and Oran to Marseille, France. She completed her last trip to France on 15 October and set a course for the United States.

Anne Arundel touched back at New York City on 8 November and entered a shipyard for repair work before resuming cargo loading operations. She left the east coast on 18 December, bound for the Pacific. The transport transited the Panama Canal on Christmas Day; joined the Pacific Fleet; and continued on to San Francisco, Calif., where she embarked several hundred marines. She then made another stop at San Diego, Calif., to take on supplies and naval passengers. The ship left the west coast on 14 January 1945 and reached Pearl Harbor, Hawaii, six days later.

The vessel got underway again on the 22d to carry supplies and troops to Guam and Ulithi. At Guam, she took on marine and naval casualties for transportation to Hawaii. After making a brief call at Eniwetok, *Anne Arundel* arrived back at Pearl Harbor on 22 March. The vessel was in upkeep for approximately one week before once more beginning cargo loading operations. She left Hawaii on 7 April with troops for the Ryukyu campaign embarked; made stops en route at Eniwetok and Ulithi before arriving in the transport area off Hagushi beach on Okinawa on 3 May. For the next five days, the ship debarked troops, provisioned various landing craft, and received casualties on board. She paused at Saipan on 12 May to send wounded troops to hospitals on the island and then continued sailing eastward to the United States.

The transport reached San Francisco on 28 May. After a period of upkeep, *Anne Arundel* began taking on equipment and supplies for transportation to forward areas in the Pacific. She arrived at Pearl Harbor on 18 June; then shaped a course for the Philippines. On 9 July, the ship reached Leyte, where she was assigned to duty as a receiving ship. She remained at Leyte until 8 August, the day she got underway for the Admiralty Islands. The ship was in port at Manus when the Japanese capitulated on 15 August.

Anne Arundel returned to Leyte on the 23d. After taking on personnel and supplies, she left Philippine waters and headed for the Japanese home islands. She moored at Yokohama, Japan, on 13 September and reported for duty with Transport Squadron 24 to support occupation forces ashore. After unloading her holds, the ship left Japan on 19 September and sailed for Apra Harbor, Guam.

Having taken on another load of troops and cargo, *Anne Arundel* sailed to Tsingtao, China. After discharging her passengers there, the ship proceeded to the Philippines. From Manila, she got underway on 30 October with TG 78.6, bound for French Indochina. *Anne Arundel* reached Haiphong on 2 November and began embarking elements of the Chinese 52d Army and their equipment for transportation back to China. She arrived at Chinwangtao on the 12th. Having disembarked her passengers, the vessel left Chinese waters two days later and proceeded to Nagoya, Japan.

There, the transport embarked several hundred military personnel and sailed for the United States on 5 December. She arrived at Tacoma, Wash., on the 18th; remained in availability at Tacoma through late January 1946; and then got underway to sail to the east coast. The vessel retransited the Panama Canal on 14 February and joined the Atlantic Fleet. *Anne Arundel* arrived at New York City on 21 February and began preparations for deactivation. She was decommissioned at Brooklyn on 21 March 1946 and turned over the War Shipping Administration for disposal. Her name was struck from the Navy list on 12 April 1946.

Returned to her prewar owners and refurbished for merchant service, the ship operated as *Mormacyork* until laid up around 1962. She remained on contemporary merchant vessel registers, inactive, until she was sold to the Lotti S. P. A. firm, of Italy, on 1 July 1970, and broken up for scrap.

Anne Arundel earned five battle stars for her World War II service.

Annie

(Sch: t. 27; l. 46'2"; b. 14'0"; dph. 4'6"; dr. 5'; cpl. 7; a. 1 12-pdr. sb.)

On the evening of 26 February 1863, armed boats commanded

by Acting Master Robert B. Smith from the Union sidewheel steamer *Fort Henry* captured *Anna* while that schooner was attempting to slip through the blockade and enter the Suwannee River with a widely varied cargo from the Bahamas. The prize's master, Capt. H. Hanson, acknowledged that he was "... endeavoring to run the blockade."

The report of this action does not mention that the prize had ever carried any other name. However, later records maintain that she had been called *La Criola* when captured and was renamed *Anna* at the beginning of her service in the Union Navy. A schooner called *La Criolla* had been captured by the Union sidewheeler *Bienville* some 25 miles southeast of Charleston bar and, subsequently, had been condemned and sold by the Federal prize court at Philadelphia. It is possible that the purchaser of *La Criolla* renamed her *Anna* and she was the vessel captured on 26 February 1863 by *Fort Henry*. If so, she had been built, according to an inspecting officer from *Bienville*, "... in one of the Northern States in the year 1857, and was [originally] named *Nora*." However, evidence that this was the case is far from conclusive.

Anna was condemned by the Key West prize court and the Navy purchased her on 11 March 1863 for service in the East Gulf Blockading Squadron. Her name first appeared on the list of vessels composing that squadron in a report dated the 16th and bore the notation, "Tender to *Dole*, fitting out." By 1 April, she had begun her active service and was stationed at Boca Grande. However, for some unknown reason, the vessel's name appeared as *Annie* and so it remained throughout her naval service. Almost a year later, on 8 March 1864, the squadron commanding officer, Acting Rear Admiral Theodoros Bailey, explained this discrepancy to the Navy Department. "The tender referred to, when captured, was called *Anna*, but she has, by some inadvertence, been always called the *Annie*, since being taken into the service of the Government, and I am of the opinion that it would be more convenient to preserve the name of *Annie*."

On the morning of the 13th, *Annie*—Acting Ensign James S. Williams in command—took her first prize, the schooner *Mattie* which was attempting to run into the Crystal River, Fla., with a diverse cargo. Williams placed a crew on board the prize and sent her to Key West in charge of Master's Mate Marcellus Jackson.

About half an hour before noon on 28 April, *Annie* sighted, chased, and fired upon *Dream* before that British schooner escaped into Spanish territorial waters off Cuba. This action prompted a protest by the English master and added to the already large list of incidents that kept relations between the Federal Government and the United Kingdom tense throughout the Civil War.

Annie scored again while proceeding to Tampa Bay on 11 July when she took the whaleboat *Alice* and her crew of six—from Havana—behind Cottal's Key. Williams had been informed of the presence of the boat by the keeper of the Northwest Channel lighthouse who feared that she might attack his outpost. Another prize came *Annie*'s way on the afternoon of 20 October when she captured the British schooner *Martha Jane*, outward-bound from Bayport, laden with cotton. Ten days later, *Annie* joined the armed launch of the screw gunboat *Sagamore*—which she was then tending—in chasing *Meteor* and caught that British schooner which was attempting to slip into Bayport with an assorted cargo from Havana. *Annie* and the launch again teamed up on 7 November when they took the British schooner *Paul* which—although cleared from Havana for Matamoras—was approaching the Florida coast with diverse merchandise.

Sometime during the second half of February 1864, *Annie* left *Sagamore* and was attached to the screw gunboat *Takoma*; and, thereafter, she acted as a tender to several other Union blockaders. On the morning of 2 March 1864, *Annie* anchored at 9:00 a.m., some five miles from land. Two hours later, a lookout reported having sighted a small boat approaching. At noon, the boat reversed course and fled, prompting the Union warship to give chase. Thirty minute's sailing brought her within sight of "... a schooner inside the reefs" and toward which the boat was rowing. At 1:10 p.m., *Annie* "... anchored in 6 feet of water ..." and sent an armed boat to board the schooner. However, the fleeing boat reached that vessel before the Yankee sailors boarded her, set her afire, and then hurried on shoreward. At 2:00 p.m., *Annie*'s men went on board the schooner and found her to be a new vessel of about 80 tons carrying an assorted cargo which

included a large amount of ammunition. The rapid spread of the flames forced them to leave the prize which exploded about three minutes after their departure.

Later that afternoon, a skiff flying a white flag came alongside *Annie*. Its sole passenger, a man who "... identified himself as Allen A. Stephens. ..." and reported that he was one of a group of 20 men "about to rise against the rebel Government. ..." and requested arms for his company. After promising Allen to report the incident, they allowed him to return to land, but no further mention of this man appears in the *Official Records*.

During the remainder of 1864 *Annie* continued to serve in the blockade of Florida's gulf coast. On 30 December she departed Key West and headed for Charlotte Harbor for further blockade duty. About a fortnight later, her hulk was found resting on the bottom in about six fathoms of water. She was a total wreck, apparently the victim of an explosion; and no trace of her crew was found.

Annie E. Gallup

(ScStr: t. 141; l. 116'6"; b. 18'7"; s. 9 k.; a. 2 1-pdrs.)

Annie E. Gallup—a wooden-hulled "Menhaden fisherman" built at Fall River, Mass., in 1878—was acquired by the Navy from the Delaware Fish and Oil Co., of Lewes, Del., and assigned the classification SP-694. She was commissioned at Philadelphia on 15 August 1917 "for duty as a minesweeper in the 4th Naval District," Lt. Bailey A. West, USNRF, in command.

Her name shortened to *Gallup* as the result of General Order No. 314 of 28 July 1917 which specified that all "scout patrol" (SP) vessels bearing compound names would be referred to by last name only, the ship operated within the waters of the 4th Naval District into 1918. Assigned guardship duties, *Gallup*—Ens. C. P. Berlin, USNRF, in command—anchored in the Harbor of Refuge at Lewes at noon on 20 February 1918. A moderate northwest gale, however, caused her to drag her anchor, and the following morning, despite the fact that her engines were working full, *Gallup* ran aground, stern first, on the point of Cape Henlopen, swinging around broadside to the beach. In response to her distress signals, Coast Guard crews from nearby lifesaving stations brought her complement ashore without loss.

Since the ship had broken in two forward of her engine room, *Gallup* was deemed a total loss, and her name was struck from the Navy list on 20 May 1918.

Anniston

A city in northeastern Alabama about 45 miles east northeast of Birmingham. It is the seat government for Calhoun County.

Montgomery (Cruiser No. 9) (*q.v.*) was renamed *Anniston* on 14 March 1918.

Annoy

(AM-84: dp. 330; l. 173'8"; b. 23'; dr. 6'6"; s. 16.8 k.; cpl. 65; a. 1 3", 1 40mm., 5 20mm., 2 dct., 2 dep.; cl. *Adroit*)

Annoy (AM-84) was laid down on 3 December 1941 at Portland, Oreg., by the Commercial Iron Works; launched on 6 April 1942; and commissioned on 2 September 1942, Lt. John A. Parrish in command.

The newly commissioned minesweeper's first assignment took her to the Aleutian Islands to carry out antisubmarine warfare (ASW) patrols and escort assignments protecting various vessels as they moved between Unalaska, Adak, and Atka Islands. On 16 September 1943, *Annoy* departed Dutch Harbor to escort *Oriole* (AT-136) and her tow, *Abner Read* (DD-526), to Seattle, Wash., where the convoy arrived on 5 October. The next day, *Annoy* entered the Puget Sound Navy Yard, Bremerton, Wash., for upkeep.

The vessel left the yard on 9 November, bound for San Pedro, Calif. Upon her arrival there, *Annoy* began a month of minesweeping and ASW exercises. On 11 December, she began escort duty out of San Francisco to various points in the Pacific. Among her destinations were Pearl Harbor, Hawaii; Majuro

Atoll, Marshall Islands; Funafuti, Ellice Islands; and Tarawa, Gilbert Islands.

Annoy entered the Pearl Harbor Navy Yard on 16 April 1944 for upkeep. Upon the conclusion of the work, she commenced operations with Submarine Squadron 4 based at Pearl Harbor. The ship served as a screening and escort vessel and acted as a target ship for submarines during their training routines.

The name *Annoy* was cancelled on 1 June and the ship's classification was changed to *PC-1588*. She was relieved of her training duties on 23 July and got underway for San Francisco. She entered a shipyard at Alameda, Calif., on 3 August, for availability. The ship emerged on 18 November and, the next day, began the return voyage to Hawaii.

PC-1588 reached Pearl Harbor on 28 November and was assigned patrol and ASW screening duties for various transport groups training in Hawaiian waters. On 24 January 1945, she sortied from Pearl Harbor in the screen of Task Group 51.5, bound, via Eniwetok and Guam, for the Volcano Islands. *PC-1588* arrived off Iwo Jima on 20 February. During the next three months, the vessel acted as a control ship for various beaches on Iwo Jima, served as an air-sea rescue ship, operated in ASW screens, and took enemy aircraft under fire on three separate occasions.

The ship left Iwo Jima on 28 May to escort a convoy to Saipan. She returned to Iwo Jima on 16 June and resumed her ASW and air-sea rescue duties which she carried out through the end of the war. *PC-1588* escorted two more convoys between Saipan and Iwo Jima—one in September and one in mid-October. On the latter trip, she continued on from Saipan and proceeded via Eniwetok and Pearl Harbor to San Francisco. The ship reached San Francisco Bay on 13 November and immediately began preparations for inactivation.

On 29 January 1946, *PC-1588* left San Francisco in tow en route to Richmond, Calif. She arrived there on 3 February and was decommissioned on 8 February 1946. Her number was struck from the Navy list on 12 March 1946, and she was transferred to the Maritime Commission for disposal on 6 May 1948.

PC-1588 received one battle star for her World War II service.

Anoka

The seat of Anoka County, Minn., settled in the 1840s and incorporated in 1878.

I

(PC-571: dp. 280; l. 173'8"; b. 23'0"; dr. 6'6"; s. 22 k.; cpl. 65; a. 2 3", 2 20 mm., 2 dct., 2 dep.; cl. *PC-461*)

The first *Anoka* (PC-571) was laid down as the unnamed submarine chaser *PC-571* on 27 September 1941 at Portland, Oreg., by the Albina Engine and Machine Works, Inc.; launched on 12 February 1942; sponsored by Mrs. William Cornfoot, the widow of the founder of the Albina Engine and Machine Works; and commissioned at the Puget Sound Navy Yard on 22 May 1942, Lt. Comdr. William R. McAdams, USNR, in command.

Assigned to the Northwest Sea Frontier, *PC-571* reported for duty with that area command on 15 June 1942, and departed Port Angeles, Wash., on her first mission on 24 June. After escorting *Tatnuck* (AT-27) as she towed *AVG-22* (an escort carrier soon to be lend-leased to the Royal Navy and given the name *Searcher*) between Port Angeles and Astoria, Wash., *PC-571* operated in the Port Angeles-Seattle area. After a brief stint on "submarine watch" off Seattle on 31 August, the sub-chaser headed north, assigned to the Alaskan sector of the Northwestern Sea Frontier.

PC-571 operated with the Alaskan sector forces through the spring of 1944, on local escort and patrol duties. Her ports of call included Kodiak, Women's Bay, Seward, Port William, Pleasant Island, San Point, Adak, Dutch Harbor, Chernofski, Atka and Umnak, as she escorted convoys or single vessels; ships screened included the transport *U. S. Grant* (AP-29), the survey ship *Oceanographer* (AGS-3), the cargo ship *Vega* (AK-17), and numerous merchantmen.

Assigned next to the Hawaiian Sea Frontier, *PC-571* departed the naval operating base at Adak on 17 April 1944 for Pearl Harbor, and reached her destination on the 24th. "Pearl" remained her base for a little over a year as she operated locally in

the Hawaiian chain on patrol and escort duty, until allocated to the Service Force, Pacific Fleet, on 10 May 1945. Clearing Pearl Harbor on 3 June with convoy PF-419(T), the subchaser reached Eniwetok, in the Marshall Islands, on the 10th.

For the remainder of the war in the Pacific, *PC-571* operated alternately out of Guam, Saipan, and Iwo Jima; war's end in mid-August found her at Saipan. Her immediate postwar operations took her back to Eniwetok, to Saipan, and to Guam, as well as to Okinawa for the first time.

Clearing Eniwetok on 27 November, *PC-571* tarried briefly at Pearl Harbor from 4 to 8 December before she proceeded to the west coast for inactivation, reaching Astoria, Oreg., on 14 December with orders to report to Commander, 19th Fleet, and Commander, Tongue Point Group for "duty and pre-inactivation overhaul." Placed in reserve on 23 March 1946, the ship was decommissioned on 15 November 1946.

Although assigned the name *Anoka* on 15 February 1956, the patrol craft never served actively under that name, remaining in reserve until her name was struck from the Naval Vessel Register on 1 November 1959. She was sold on 9 May 1960 to the Tidewater Shaver Barge Line.

II

(YTB-810: dp. 344 (f.); l. 109'; b. 31'; dr. 14'; s. 12 k. (tl.); cpl. 16; cl. *Natick*)

Anoka (YTB-810) was laid down on 5 October 1970 at Sturgeon Bay, Wis., by Peterson Builders, Inc.; launched on 15 April 1971; completed on 31 August 1971; and placed in service soon thereafter.

Anoka was assigned to the 5th Naval District and based at Norfolk, Va. She spent her entire Navy career thus far operating as a harbor tug in the lower reaches of the Chesapeake Bay and the estuaries that feed the lower bay. As of the beginning of 1987, *Anoka* was still active in the 5th Naval District.

Antaeus

The son of Neptune, the god of the sea in Roman mythology.

(AS-21: dp. 8,350; l. 403'; b. 61'; dr. 21'6"; s. 20 k.; cpl. 440; a. 1 4", 2 3", 4 20mm.)

St. John was built in 1932 by the Newport News Shipbuilding & Dry Dock Co., Newport News, Va.; operated as a passenger liner by the Eastern Steam Ship Co.; acquired by the Navy on 24 April 1941; renamed *Antaeus* (AS-21); and placed in commission on 17 May 1941, Comdr. R. S. Morse in command.

Following her commissioning, the submarine tender operated in the Caribbean. She took part in training exercises and made repairs to the American submarines patrolling in those waters. *Antaeus* finished this task in September 1942, when she was assigned to transport duties and was redesignated AG-67. The ship then began shuttling troops to points in the Caribbean, the Canal Zone, and to Argentina, Newfoundland, from bases at New York City and Davisville, R.I.

Antaeus entered the New York Navy Yard, Brooklyn, N.Y., on 28 December 1944. There, she underwent conversion to a hospital ship. On 18 January 1945, the vessel was renamed *Rescue* and redesignated (AH-18). Following a period of sea trials, the new hospital ship got underway for the Pacific theater of action. She arrived off Okinawa on 13 June, embarked men wounded in the fighting ashore, survived unscathed despite almost constant Japanese air attack against Allied shipping in the area, and safely delivered her patients to a hospital on Guam.

After a short upkeep period, *Rescue* joined the 3d Fleet on 5 July. She supported 3d Fleet ships conducting carrier strikes and bombardment of the Japanese home islands. The ship would rendezvous with the combatant vessels and take on casualties by breeches buoy both at night and under battle conditions. Upon the conclusion of World War II, *Rescue* sailed into Tokyo Bay with the 3d Fleet and began the medical screening of Allied prisoners of war and shuttling them from various prison camps to the base at Yokohama.

In late September, the ship arrived at Guam where she discharged a few former prisoners whose home had been on that island. *Rescue* then proceeded to San Francisco, Calif. She was decommissioned on 29 June 1946 and was transferred to the Maritime Administration. Her name was struck from the Navy list on 15 August 1946. The vessel was subsequently refitted as a merchant ship and saw service as such from 1946 into 1959, in which year she was scrapped.

Rescue earned two battle stars for her World War II service.

Antares

A star in the constellation Scorpio.



Antaeus (AS-21), wearing her full designator on her bow, underway in the Delaware River, off the Philadelphia Navy Yard, 25 June 1943. (NH 96628)



Antares (AG-10), assisted by *Samoset* (YT-5), departs the Philadelphia Navy Yard, bound for Panama, 1 March 1923. (NH 759)

I

(AG-10: dp. 11,450; l. 401'0"; b. 54'0"; dr. 24'5"; s. 11.5 k.; cpl. 197; a. 2 5", 4 3", 2 6-pdrs. (authorized but not installed at time of commissioning); cl. *Antares*)

The first *Antares* (AG-10) was originally built under Shipping Board contract as the steel-hulled freighter *Nedmac*, and constructed by the American International Ship Building Corp.; acquired by the Navy on 14 November 1921 under the terms of Executive Order No. 3570 (29 October 1921) which authorized her transfer from the Shipping Board, she was renamed *Antares* and classified as a "miscellaneous auxiliary", AG-10. She was commissioned at the Philadelphia Navy Yard on 23 February 1922, Lt. Comdr. Howard E. Pinkham, USNRF, in command.

After fitting out, *Antares* joined the Fleet Train, replacing the old auxiliary *Nanshan*. In March 1923, the ship became flagship for the Train, Scouting Fleet, a squadron of auxiliaries that supported those elements of the Fleet operating along the east coast. Though her unit was later administratively incorporated into the Fleet Base Force as Squadron 1, *Antares* continued to wear the flag of the officer who commanded the auxiliaries on the Atlantic coast. Throughout that period, the ship also served as the fleet target repair and photographic ship, a vital auxiliary to the fleet's gunnery training in the 1920's.

Employed at east coast ports and operating areas, ranging from the Southern Drill Grounds to the Caribbean, *Antares*, like other naval vessels, occasionally gathered oceanographic data in the course of her voyages; she re-plotted landmarks for range-finder and compass calibration charts, furnishing the Hydrographic Office with data needed to complete the calibration chart of Culebra, Puerto Rico, during the fiscal year 1924. During this time period, *Antares* participated in fleet concentrations and maneuvers in Cuban waters and in the Panama Canal Zone. *Antares* brought the planes of Utility Squadron (VJ) 2 back to Naval Air Station (NAS), Hampton Roads, following the winter maneuvers in 1925, and for the winter maneuvers of 1926, transported three assembled and one crated plane from VJ-2 to Guantanamo Bay, where they towed sleeve targets for the Scouting Fleet's cruisers. *Antares* then transported VJ-2 to Coco Solo, and thence back to Guantanamo Bay. She again served as an aviation transport that summer, returning to Cuban waters in company with the repair ship *Vestal* (AR-4).

From 1 January 1934, *Antares* served as a supply ship for the Special Service Squadron and, from January to March 1935, as a Mobile Base for the Fleet Marine Force. She then operated in the Caribbean until 1 June 1936 under orders of the Chief of Naval Operations. Placed in reduced commission as of 4 June 1936, *Antares* served as receiving ship at the Philadelphia Navy Yard.

Placed in full commission on 17 May 1937 at Philadelphia,

Antares was assigned temporary duty with the Naval Transportation Service (a forerunner of the later Military Sea Transportation Service and the Military Sealift Command), and operated on both east and west coasts.

She also operated with the Training Detachment, United States Fleet, and, while assigned to this unit, participated in Fleet Landing Exercise No. 4 in February 1938. In his report of the evolution, Rear Admiral Alfred W. Johnson, Commander, Training Detachment, considered that *Antares*, which had acted as a "utility auxiliary," had proved "indispensable". He commended her performance of duty, which had been performed in spite of a "crammed schedule, allowing little or no time for upkeep." *Antares* was the only ship available which could handle the experimental tank lighter, artillery lighter, and other heavy marine equipment. "Her design," Johnson wrote, "except for speed, is ideal for the type of duty performed, and without her services serious curtailment of the operations would have been necessary." The planned conversion of the ship to a general stores issue ship caused consternation at Headquarters, Marine Corps, General Thomas Holcomb pleading with the Chief of Naval Operations, Admiral William D. Leahy, to leave *Antares* in her current configuration, since she had proved so invaluable in the development of equipment and tactics in landing on a hostile shore. Ultimately, however, the conversion was carried out despite the marines' earnest entreaties.

Resuming her work with the Base Force, United States Fleet, from mid-June 1938, *Antares* operated principally out of San Pedro, but later expanded her area of operations to the Hawaiian Islands and changed her base to Pearl Harbor. On 30 November 1940, the ship was reclassified to a general stores issue ship, AKS-3. During 1941, *Antares* operated between Pearl Harbor and the west coast (San Pedro, Mare Island Navy Yard, and San Francisco), and Pacific islands such as Palmyra and Canton.

On 7 December 1941, *Antares* stood toward the entrance to Pearl Harbor at 0630 with a 500-ton steel barge in tow, having arrived from Canton and Palmyra and expecting to transfer the barge to a tug and then proceed into Pearl. Not sighting the tug at the appointed time, *Antares* altered course, turning slowly to the east, when her watch suddenly spotted a suspicious object about 1,500 yards on the auxiliary's starboard quarter. *Antares* notified the destroyer *Ward* (DD-139), on patrol off the harbor entrance, and the latter altered course toward the object which proved to be a midget submarine. A Consolidated PBY from Patrol Squadron 14 showed up almost simultaneously and dropped smoke floats in the vicinity; meanwhile, *Ward* went to general quarters and attacked, sinking the intruder.

While the report of this incident off the harbor entrance was making its way up the chain of command with glacial slowness, *Antares* spotted the tug *Keosanqua* (AT-38) at 0715. At 0758 *Antares* spotted explosions in Pearl Harbor and Japanese planes; two minutes later an enemy aircraft strafed the ship, and soon

thereafter, bomb and shell fragments (perhaps American "overs" or unexploded antiaircraft shells) hit the water nearby. As *Antares'* captain, Capt. Lawrence C. Grannis, subsequently reported of events at that point, "As this vessel is not armed, no effective offensive or defensive tactics appeared possible." Passing the tow to *Keosanqua* at 0835, *Antares* zigzagged and turned to a position between the restricted waters of the entrance to Pearl Harbor and the entrance to Honolulu harbor, inshore of the warships beginning to sortie.

"As it was apparent that the continued presence of the *Antares* offshore was placing the ship and personnel in constant jeopardy," Grannis later reported, he requested permission to enter Honolulu. With permission granted at 1054, *Antares* stood in and moored at 1146 to berth 5-A.

Although the work necessary to repair the damaged ships there took precedence, *Antares* underwent an availability at Pearl Harbor. During this period of alterations, she received her authorized main and secondary battery: two 5-inch guns, four 3-inch guns and eight 20-millimeter antiaircraft machine guns. Her alterations completed by 27 April 1942, the ship held brief trials and then began loading stores. Then, her holds full, she sailed for Pago Pago, Samoa, on 20 May, eventually arriving there eleven days later.

Proceeding thence to Tongatabu, in the Tonga (or Friendly) Islands, soon thereafter, *Antares* reached her destination on 7 June. She remained there as a general stores issue ship until 1 September, when she shifted to Noumea, New Caledonia. She issued stores to fleet units at Noumea until 5 February 1943, when she sailed to the Fiji Islands and Auckland, New Zealand, ultimately returning to New Caledonia on 7 March. During March 1943, *Antares* took part in the successful salvaging of *Delphinus* (AF-24)—which had run aground on Garanhua Reef, off New Caledonia, on the 17th of that month—before being sent to Samoa, and thence to San Francisco, where she arrived on 6 May 1943.

Following drydocking and general repairs, *Antares* returned to Samoa on 10 June, and proceeded thence to Espiritu Santo, arriving there 18 June 1943. A week later she sailed for Efate, and thence to New Caledonia, arriving there on 5 July. Ordered back to the United States, *Antares* reached San Francisco on 1 August and, after reloading supplies and undergoing voyage repairs, again sailed for the South Pacific on 10 September, arriving at her destination, Espiritu Santo, on 4 October. Moving to Tulagi, in the Solomons, a week later, *Antares* replenished ships there until 24 October 1943, when she returned to Espiritu Santo, and thence set course for the United States.

Reloading at San Francisco, *Antares* returned to Efate on New Year's Day 1944, but, eight days later, moved to Espiritu Santo and the Guadalcanal-Tulagi area. Expending her stores there, the ship proceeded thence to Auckland, and thence to the New Hebrides and Solomons, operating and issuing general stores in these areas until January, 1945. Assigned then to Ulithi, in the Carolines, *Antares* arrived there on 10 January 1945 and issued stores until returning to Espiritu Santo in late January. She remained there until returning to the Carolines, reaching Ulithi on 11 April.

Ten days later, the ship moved to Guam, and thence to Saipan for further routing to Okinawa to support the ongoing operations there. *Antares* reached her destination, Kerama Retto, on 10 May, and issued stores in that forward area until she was ordered to Pearl Harbor, via Saipan.

Antares sailed singly from Saipan on 25 June 1945, bound for Pearl Harbor. At 1329 on the 28th, *Antares'* lookouts reported a periscope and wake 100 yards on her starboard quarter. Going to general quarters, the stores issue ship increased speed; her captain, Lt. Comdr. N. A. Gansa, USNR, took the conn and maneuvered the ship hard right; the torpedo missed astern, but a close-range battle soon ensued.

Simultaneously, lookouts observed what looked like a human-controlled torpedo (*kaiten*) in the port wake, turning to the right. At 1331, the ship commenced firing at a periscope wake while she commenced an erratic zig-zag maneuver to avoid the *kaiten* on the port quarter, close at hand. While *Antares'* stern swung to starboard, the number two 3-inch gun, firing down the side of the ship, scored a hit on the *kaiten* and it disappeared.

Another periscope soon appeared at 1344; *Antares'* after 5-inch gun opened fire, the concussion dazing the crew of one of the 3-inch guns nearby (a severed phone connection had prevented them from getting the word to secure) and ripping open the ready-use boxes for the 3-inch guns. Simultaneously, the stores

issue ship's call for help was being answered; *YMS-468* and the destroyer *Sproston* (DD-577) closed the scene of the battle to lend a hand. At 1414, *Antares* sighted what appeared to be a large submarine commencing to surface; her 5-inch gunfire, however, or the timely arrival of help, soon forced what looked like a quick dive. At 1418, *Antares'* captain ordered "cease fire," but maintained the evasive action he had begun at the outset of the action.

During the action, *Antares* expended 11 rounds of 5-inch, 35 rounds of 3-inch, and 130 rounds of 20-millimeter. She suffered four men wounded when a 20-millimeter shell hit a splinter shield; seven men suffered broken ear drums from the concussion of the 5-inch gun going off directly over the 3-inch gun they manned.

Postwar records reveal *Antares'* assailants to be *I-36*, whose torpedoes missed their target, and the *kaiten*-carrying *I-165*, which had departed Hikari on 15 June 1945 for the waters east of the Marianas as part of the "*Todoroki*" squadron—a special *kaiten* attack unit. Navy planes flying out of Saipan subsequently sank the latter on 29 June.

Antares brought her eventful voyage to a close at Pearl Harbor on 9 July. She sailed for Ulithi on the 28th, and arrived there on 12 August as the war in the Pacific was coming to a close. Sailing for Okinawa on the 14th, she arrived there on the 19th. The ship subsequently supported the occupation of Korea and China, issuing stores and clothing to forces at Jinsen (now Inchon), Korea; Taku Bay, Weiheiwei and Tsingtao, China into the spring of 1946, departing Tsingtao on 18 April for Guam.

Reaching that port a week later, on 25 April, *Antares* sailed for the United States on 2 May. Ultimately reaching San Francisco late in May, the ship completed discharging her remaining goods and commenced inactivation. Decommissioned on 2 August 1946 at the Mare Island Naval Shipyard, *Antares'* name was struck from the Naval Vessel Register on 25 September 1946. On 18 September 1947, she was sold to Kaiser and Co., for scrapping.

Antares was awarded two battle stars for her World War II service.

II

(AK-258: dp. 4,600; l. 455'0"; b. 62'0"; dr. 29'2" (lim.); s. 15.5 k.; cpl. 145; a. 8 40mm.; cl. *Greenville Victory*; T. VC2-S-AP3)

The second *Antares* (AK-258) was laid down under a Maritime Commission contract (MCV hull 107) as SS *Nampa Victory* on 6 April 1944 at Portland, Oreg., by the Oregon Shipbuilding Co.; launched on 19 May 1944; sponsored by Mrs. R. A. Hadley; and delivered to the Maritime Commission on 10 June 1944. Operated during World War II by the International Freightage Co. under a contract with the War Shipping Administration, SS *Nampa Victory* was acquired by the Navy in 1951. She was converted to a Navy cargo ship at Baltimore by the Maryland Drydocks Co.; renamed *Antares* on 26 July 1951 and simultaneously designated AK-258. *Antares* was commissioned at Baltimore on 12 February 1952, Comdr. Grant O. Hansen in command.

During the first seven years of her Navy career, *Antares* operated as a cargo carrier between ports on the Atlantic coast, in the West Indies, and along the Mediterranean littoral. During the fall of 1958, the ship earned the Armed Forces Expeditionary Medal for her support for the ships and troops engaged in the intervention in Lebanon. Redesignated a stores issue ship, AKS-33, on 1 April 1959, *Antares* entered the Norfolk Naval Shipyard in June to receive modifications to allow her to perform underway replenishment missions. The work was interrupted in August in order that she might conduct refresher training in Cuban waters and then make a two-month deployment to the Mediterranean Sea. In November, she resumed her conversion overhaul at Norfolk.

Antares returned to active service in February of 1960 with a new mission and a new pattern of employment. She and *Altair* (AKS-32) were to alternate as station underway replenishment ship for the 6th Fleet. Whichever of the two not on that duty would serve as backup while on the east coast and in the West Indies. Late in 1961, the stores issue ship received an additional mission when she was designated a support ship for fleet ballistic missile (FBM) submarines deployed abroad. She spent October and November of 1961 receiving additional modifications at Norfolk and at Charleston. During the first five months of 1962, she operated out of Norfolk conducting type training and participat-



Antares (AKS-33), with a Sikorsky HUS-1 "Seahorse" helicopter hovering over her stern, as seen from *Franklin D. Roosevelt* (CVA-42), 7 March 1963. *Dahlgren* (DLG-12) appears in the background of this view taken by Photographer 3d Class Edwin L. Hawkins. (USN 1074683)

ing in a multiship exercise in the West Indies. In June, *Antares* loaded supplies at Charleston and then sailed for Scotland on her first resupply voyage to the FBM base at Holy Loch. She returned to Norfolk on 25 July and then conducted local operations and received a tender availability.

Antares departed Norfolk in September 1962 to relieve *Altair* in the Mediterranean. That deployment proved to be a long one since *Altair's* overhaul was delayed by the Cuban missile crisis in October and hence that stores issue ship was unable to relieve *Antares* at Naples, Italy, before 30 May. *Antares* arrived back in Norfolk early in June and, following tender availability alongside *Cadmus* (AR-14), operated along the east coast for the remainder of 1963.

Following a resupply mission to the FBM base at Holy Loch in January 1964 and participation in the annual "Springboard" exercise near Puerto Rico, she returned to Norfolk later that spring to prepare for inactivation. She reported to the Norfolk Group, Atlantic Reserve Fleet, on 15 September 1964 and was decommissioned there on 18 December 1964. Her name was struck from the Navy list on 1 September 1965, and she was transferred to the Maritime Administration to be laid up in the National Defense Reserve Fleet facility at James River, Va. She remained there until late in 1975 when she was sold, apparently for scrapping.

III

(AKR-294: dp. 26,094; l. 947'; b. 105'; dr. 37'; s. 33.0 k.; cpl. 44; cl. *Algoi*; T. SL-7)

The third *Antares*—a fast sealift ship—was built in Bremen, West Germany, by A. G. Weser as the SL-7 containership *Sea-Land Galloway*, and first entered merchant service in September 1972. Given the name *Antares* and the classification AK-294 on 15 October 1981, the ship was acquired by the Navy to serve the needs of the Rapid Deployment Force (later the Afloat Prepositioning Force) on 16 April 1982. Converted for service by the Avondale Shipyard, Westwego, La., the ship was reclassified AKR-294 on 10 September 1982. She completed her conversion on 12 July 1984.

Antelope

Large, fast, ruminant mammals which generally resemble deer except for their two single-prong horns.

Page 36 of Volume I, Series II, of the *Official Records of the Union and Confederate Navies in the War of the Rebellion* states that, in 1861, the Navy purchased at New York a sidewheel steamer named *Antelope*. However, no such ship was entered on the "List of Vessels of the U. S. Navy" in the *Navy Register* for 1862 or on that in the 1863 edition. Moreover, there is no

other reference to this ship in the Navy's *Official Records* series. In view of these facts, this entry in the series' compilation, "Statistical Data of Ships," seems to be spurious.

I

(StwStr: t. 145; a. 2 30-pdr. r., 4 24-pdr. sb.)

During the first years of the Civil War, the Federal War Department used *Lavinia Logan*—a chartered stern-wheel steamer built in 1861 at Parkersburg, Virginia (now West Virginia)—to support operations of the Union Army along the streams of the Mississippi drainage system, especially Major General Grant's efforts to capture Vicksburg.

Following the fall of that Confederate river fortress in the summer of 1863, *Lavinia Logan* seems to have returned to private hands for a time. In any case, the Union Navy acquired the vessel at Louisville, Ky., in the spring of 1864; and, on 26 May of that year, Rear Admiral David D. Porter wrote to Secretary of the Navy Gideon Welles reporting the purchase and recommending that her name be changed to *Antelope*. Apparently, he had acquired the ship to meet Rear Admiral Farragut's need for light-draft gunboats and had her hull covered with iron plates by naval shipfitters at Mound City, Ill.

Antelope first appears on the list of vessels composing the West Gulf Blockading Squadron on 15 August 1864 with the notation that she was then at New Orleans. On 31 August 1864, the paperwork on her purchase was finally completed. By 4 September, the tinclad—commanded by Acting Master John Ross—was at Pass à l'Ouvre where she had relieved the sidewheeler *Meteor*. While she was there, she began taking on considerable water; and her leaks steadily increased. An inspection of the inside of her hull revealed that "... the leak was not confined to any one place, but extended to all parts of the bottom sides." After she had been on station for a full week, Ross reported "... the condition of the vessel and that I was obliged to keep up 60 pounds of steam to work the steam pumps, as we could not keep her free by the hand pumps."

The ship was relieved as soon as possible and ordered back to New Orleans for repairs. On the evening of 22 September, during her trip upriver, *Antelope* came upon *Suffolk*—abandoned and in a sinking condition—and towed that Army transport to shoal water where she would be safe on the flats. *Antelope* then resumed her ascent of the river.

About 4:30 a.m., upon learning that his ship was sinking, Ross "... ordered the helm hard aport, to beach her ..." While filling rapidly, *Antelope* grounded enabling her crew to save her ordnance and equipment. No record of efforts to salvage the ship has been found.

Maria—a 173-ton stern-wheel steamer built in 1863 at Cincinnati, Ohio—was bought by the Navy on 10 February 1864 at Cincinnati for service in the Mississippi Squadron. After learn-

ing of this purchase, Secretary of the Navy Gideon Welles wrote to Rear Admiral David D. Porter on 9 April 1864 informing him that "the Navy Department [had] changed the name of the *Maria* . . . to the *Antelope*, as it had a vessel of . . . [the former] name in the course of construction."

However, Porter had meanwhile renamed *Maria*, *Fairy* and, in acknowledging message of 9 April, requested the Department to retain the name *Fairy* (q.v.) since the ship had ". . . been known by that name for so long a time . . ." On 1 June, Welles agreed to this request.

II

(IX-109: dp. 14,245 (f.); l. 441'6"; b. 56'11"; dr. 28'9" (f.) (lim.); T. EC2-S-C1)

M. H. de Young was laid down under a Maritime Commission contract (MCE hull 1587) on 15 June 1943 at Richmond, Calif., by the Permanente Metals Corp.; launched on 6 July 1943; sponsored by Mrs. George T. Cameron; and delivered to the Maritime Commission on 19 July 1943. Operated under a Maritime Commission charter by the American Presidential Lines, *M. H. de Young* was torpedoed by the Japanese submarine *I-19* on 14 August 1943 about 1,000 miles east of Noumea, New Caledonia. Brought into Espiritu Santo in the New Hebrides, she was partially repaired and taken over by the Navy under a bare-boat charter on 4 October 1943. She was renamed *Antelope* (IX-109) and placed in service the day she was taken over, Lt. L. G. Elsell in charge.

Antelope had her engines removed and spent the entire war as a non-self-propelled dry cargo storage vessel assigned to Service Squadron 8. Scanty records make it impossible to compile a list of locations at which *Antelope* served, but Espiritu Santo appears to have been her first duty station and Subic Bay in the Philippines was her last known location while still a naval vessel. It is also possible that she saw some duty at Leyte when support forces established a base there after the invasion. In any event, she was inspected at Subic Bay and found to be beyond economi-

cal repair and surplus to the needs of the Navy. *Antelope* was placed out of service at Subic Bay on 3 May 1946 and was simultaneously delivered to the Maritime Commission's War Shipping Administration. Her name was struck from the Navy list on 21 May 1946, and she was sold for scrapping to the Asia Development Corp. on 3 March 1948.

III

(PG-86: dp. 245 (f.); l. 164'6"; b. 23'11"; dr. 5'4"; s. 40 k.; cpl. 24; a. 1 3", 1 40mm., 4 .50-cal. mg.; cl. Asheville)

The third *Antelope* (PGM-86)—a high-speed, aluminum-hulled, motor gunboat, was laid down on 1 June 1965 at Tacoma, Wash., by the Tacoma Boatbuilding Co., Inc.; launched on 18 June 1966; sponsored by Mrs. Paul V. Snow, the wife of the Deputy Counsel of the Naval Ships Systems Command; reclassified a patrol gunboat on 28 March 1967 and simultaneously redesignated PG-86; and commissioned on 4 November 1967, Lt. Jon Jared Gershon in command.

Following fitting out at Tacoma, *Antelope* moved to her first home port, San Diego, whence she conducted shakedown training and operational tests before entering the Long Beach Naval Shipyard for post-shakedown availability. She then spent most of the remaining months of 1968 in operations along the west coast. Late in the year, she prepared to conduct CNO Project CS-48, evaluating new gunfire control equipment.

The gunboat completed this assignment in April 1969 and then entered the Long Beach Naval Shipyard for an overhaul to bring her back to top trim and to enhance her ability to carry out her primary missions: off-shore patrol, control of coastal traffic through high-speed interdiction, and close-in naval gunfire support for friendly forces ashore. When this work had been finished, she conducted refresher training out of San Diego before departing that port on 2 November and proceeding to the Marianas in company with *Ready* (PG-87) and *Seminole* (LKA-104). After stops at Pearl Harbor and Midway, the ship arrived at Apra Harbor, Guam—her new home port—on 26 November. The



Antelope (PG-86), underway after her 1971 overhaul, showing her Standard missile launchers in the extended position, aft. (NH 86886)

next day, she began a restricted availability at the ship repair facility there. During the week, numerous improvements were made to her installed systems before she headed for Vietnamese waters on 19 January 1970.

Reaching Cam Ranh Bay on the 28th, *Antelope* began SEAFLOAT operations on the Cua Lon River consisting of "night harassment and interdiction gunfire; area fire preparatory to, and suppression fire during, troop sweeps; and mobile naval gunfire support for friendly forces under ambush." On the last day of January, her guns assisted three ambushed Allied inshore patrol craft. A fortnight later, after she had bombarded both ends of the Rach Bien Nhan Canal to prepare for an Allied advance, UDT swimmers went ashore and learned that her gunfire had destroyed 19 communist bunkers, 11 buildings, and 26 cisterns.

On 15 February, *Ready* relieved *Antelope*, freeing her to return to Cam Ranh Bay for upkeep. On the 23d, the gunboat got underway for a brief stint of "Market Time" duty. Such service entailed stopping, boarding, and inspecting all vessels that she encountered to eliminate all waterborne logistical support of communist forces fighting in Vietnam. She returned to SEAFLOAT on the 28th and, on 2 March, while supporting sweeps ashore by friendly troops, received about 10 rounds of hostile, but harmless, small-arms fire. A week later, while shelling communist bunkers, she sighted and destroyed "... two heavily loaded sampans fleeing down a canal."

Next came more "Market Time" duty, this time in the Gulf of Siam. There, besides serving as the command center for Coastal Division 11, she sent inspection parties on board over 350 sampans and junks between 20 March and 2 April. On the latter date, the ship resumed Operation SEAFLOAT. Three days later, she was ambushed on the Cua Lon River by a rocket patrol which fired six B-40 rockets at the ship from less than 100 yards. *Antelope* immediately opened fire with all her weapons and drove the enemy off before any casualties or serious damage to the ship occurred.

From 10 through 13 April, the gunboat left the rivers and entered the South China Sea to support a force of Montagnard troops landing on and sweeping through communist-held territory. During the operation, her boat evacuated 115 men. Thereafter, the warship conducted gunfire support missions until the 17th when she ended 31 consecutive days underway and headed for Cam Ranh Bay and brief upkeep.

On 25 April, *Antelope* returned to SEAFLOAT duty. About an hour past midnight on 4 May, an explosion on her starboard side amidships jarred the gunboat. Investigation soon revealed a 5-inch hole in her main deck, probably caused by "... a satchel charge catapulted from the north bank of the Cua Lon." However, no casualties or interior damage from the blast resulted. Five days later, while the vessel was descending the river to enter the South China Sea, communist forces lying in ambush fired at least six B-40 rockets at her. Her alert gun crew returned the fire "... while the first three rockets were still airborne." *Antelope* suffered no hits or damage. Again, on the 11th, while fighting off a launch bomb attack from an ambush site on the bank of the Bo De, she drove the communist troops from their weapons and sent a landing party ashore which captured eight bomb launchers, four launch bombs, and several B-40 rockets.

After four days of upkeep at Cam Ranh Bay, the ship got underway for special operations in the Gulf of Siam and troop support in Cambodia. At the end of May, she resumed SEAFLOAT duties, but a failure of her number one main engine soon forced her back to Cam Ranh Bay for repairs.

On 11 June, she proceeded north to play the part of a communist high-speed patrol boat attacking an Allied task force with missiles, guns, and torpedoes in Exercise "Beacon Tower II" in the Gulf of Tonkin. She then visited Hong Kong before returning to Guam on 3 August. There she underwent a restricted availability which lasted until 18 January 1971.

The next day, she sailed for the Philippines. After a brief stop at Subic Bay, she pushed on back to Vietnamese waters where she arrived on the last day of January and began "Market Time" duty in the Gulf of Thailand. As on her first deployment to Vietnam, her service in checking infiltration was again interrupted by upkeep and occasional naval gunfire support missions.

She headed back toward the Marianas on 24 April. En route to Guam, she visited Keelung and Kaohsiung, Taiwan, and Subic Bay before arriving at Apra Harbor on 18 May. Meanwhile, she had been assigned a new home port, Long Beach, Calif.; and, on the 30th, she sailed for that base which she reached on 18 June.

On the last day of that month, she entered the Long Beach Naval Shipyard for overhaul and alterations.

The yard work, which gave the ship an interim surface-to-surface missile capability, lasted until 31 January 1972. *Antelope* spent the next few months in independent exercises; fire control system antenna collimation; missile firing; and receiving new main diesel engines, additional communications equipment, and self-synchronizing clutches.

On 10 July, the gunboat began preparations for a transfer to the Atlantic Fleet. A fortnight later, she got underway in company with *Ready* and *Barnstable County* (LST-1197) and proceeded via Acapulco, Mexico, to the Isthmus of Panama. She transited the canal on 7 August and reached Little Creek, Va., on the 14th. On 30 August, she, *Ready*, and *Graham County* (AGP-1176) sailed for the Mediterranean. On 1 September, *Antelope's* home port was changed to Naples, Italy. Following stops at Ponta Delgada, Azores, and at Rota, Spain, the warships reached Naples on the 17th. *Antelope's* operations for the remainder of the year included missile handling exercises at Augusta Bay, Sicily; KOMAR simulation operations with Task Group (TG) 60.2; NATO Exercise "National Week XIV"; her firing of a missile with a warhead; a visit to Izmir, Turkey; and special warfare operations at Souda Bay, Crete.

The gunboat's service in 1973 was much like that which she had performed during her last three months of 1972. Highlights during the first six months were: an amphibious exercise at the Monte Romano Training Anchorage from 24 to 29 January and a visit to Monaco during the following week; "National Week XV" Exercise from 19 to 24 February; towing ITASS sonic test device late in February; an amphibious exercise at Portofino, Sardinia, and a visit to Bizerte, Tunisia, in April; a missile tracking exercise at Souda Bay at the end of May, NATO Exercise "Dawn Patrol 73" in June; and bilateral operations with Greek fast patrol boats which continued from 21 July to 10 August. During the latter half of the year, she took part in international Operation "Zeus" in the vicinity of Thasos Island, Greece, from 21 to 29 August and NATO Exercise "Deep Furrow 73" from 20 to 30 September, before firing a missile off Crete on 1 October. This shot scored a direct hit on a Mk 35 SEPTAR target boat and was the first successful firing in the Mediterranean of the telemetered standard surface-to-surface missile system.

The ship visited Barcelona, Spain, in mid-January 1974; took part in amphibious exercises at Gythion, Greece, from 3 to 10 February; and participated in Exercise "National Week XVI" from 13 to 21 February. Next, she devoted more than four months to an overhaul in a private shipyard at Naples.

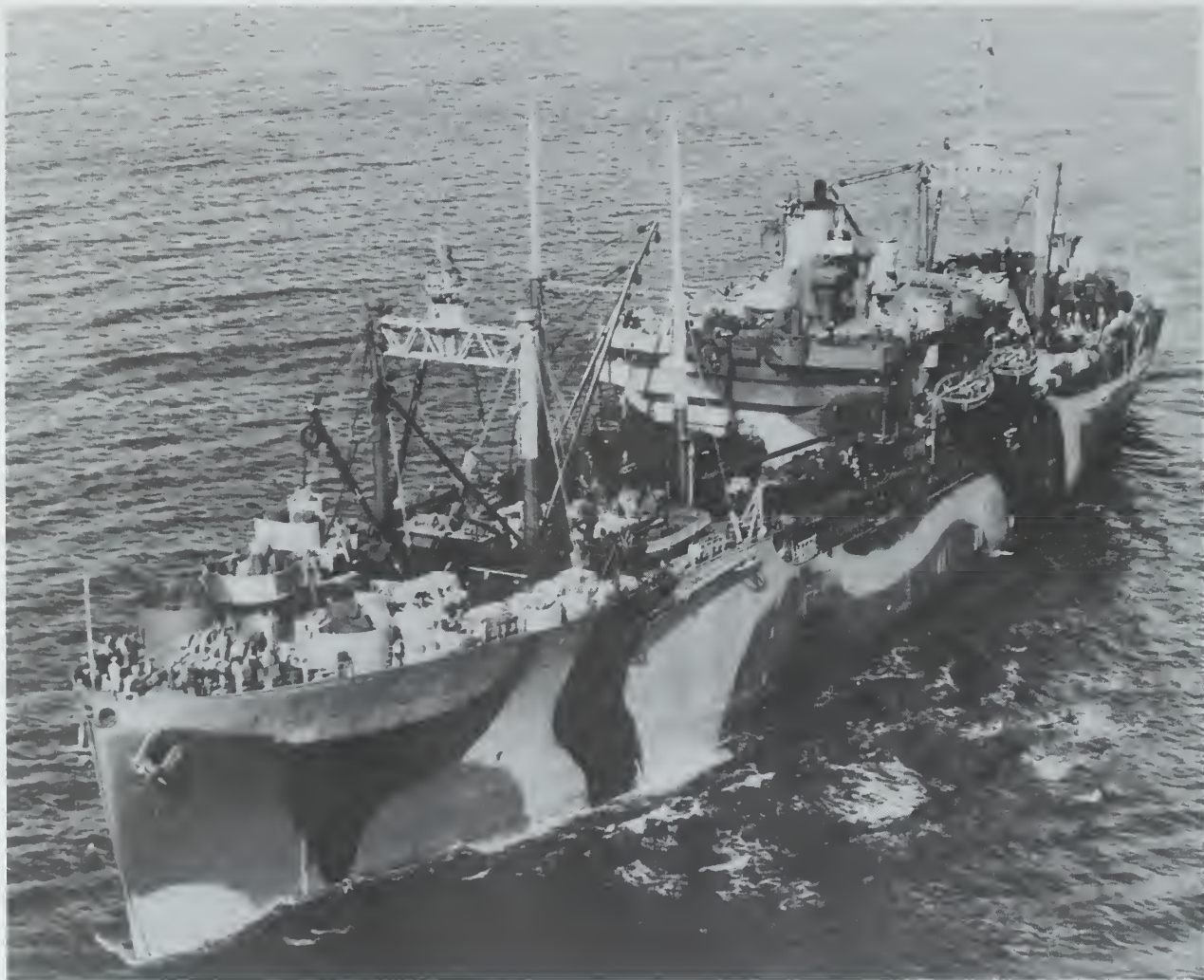
A short visit to Souda Bay, Crete; surveillance operations in the western Mediterranean; and visits to Malaga, Spain, took up most of July. Then, after a stop at the Spanish island of Majorca in the Balearics from 29 July to 1 August, she remained at Naples from 4 to 20 August and then returned to Spain for visits to Cartagena and Malaga before putting to sea on 31 August for a fortnight of surveillance operations in the western Mediterranean. Exercise "Flintlock 74" out of Venice lasted from 3 to 17 October. *Antelope* next returned to Naples and remained there until getting underway early in February 1975 for missile exercises. Thereafter, during more than two years, her operations spanned the Mediterranean from east to west and from southern Europe to the shores of North Africa. She left the "Middle Sea" in August 1975 for a brief visit to Casablanca, Morocco.

Her subsequent missions during this latter part of her service with the 6th Fleet were quite like those she had already performed. She visited many of the same ports; took part in similar exercises; and, between 10 January and 7 May 1976, underwent another overhaul at Naples. On 1 April 1977, she was reassigned to Nisida Island as her home port.

Her deployment to European waters ended on the last day of July 1977, and she departed Rota, Spain, bound for home. Following stops in the Azores and at Bermuda, she reached Little Creek on 21 August and was decommissioned there on 1 October 1977. She was transferred to the Environmental Protection Agency on 17 January 1978 and was placed in service on Lake Michigan as a survey vessel gathering data to determine the impact of waste disposal upon the Great Lakes.

Anthedon

A Greek nymph who was honored in the name of a city in Boeotia on the shore of the Euripos Strait.



Anthedon (AS-24), 24 September 1944, in Measure 32, design 12F camouflage: haze green, Navy green, and dull black. The decks were painted deck green and dull black. (80-G-282463)

(AS-24: dp. 16,500; l. 492'; b. 69'6"; dr. 27'; s. 18.4 k.; cpl. 1,460; a. 1 5", 4 3", 4 40mm.; cl. *Aegir*; T. C3-S-A2)

Anthedon (AS-24) was laid down on 6 May 1943 under a Maritime Commission contract (MC hull 858) at Pascagoula, Miss., by the Ingalls Shipbuilding Co.; launched on 15 October 1943; sponsored by Mrs. William M. Colmer; acquired by the Navy and commissioned on 17 December 1943; turned over to the Todd Shipbuilding Co. for conversion and decommissioned on 30 December 1943; and recommissioned on 15 September 1944, Comdr. Richard E. Hawes in command.

Following her commissioning, the submarine tender got underway for Brooklyn, N.Y., to load provisions and ammunition at the New York Navy Yard and then traveled to New London, Conn., to take on spare parts for submarines and to conduct tests and drills. She departed New London on 11 October and set a course for Australia. The ship transited the Panama Canal on 17 October and arrived at Fremantle on 17 November.

Anthedon spent three months at that port carrying out refits and voyage repairs on submarines returning from war patrols. The tender departed Fremantle on 12 February 1945; and made stops at Brisbane, Australia, and Hollandia, New Guinea, to pick up building material. She reached Subic Bay, Philippines, on 13 March, and remained there during the rest of the war,

servicing numerous submarines as well as the destroyer escorts operating from Subic Bay.

After Japan capitulated in mid-August, the submarine tender got underway on the 31st to return to Fremantle. She reached that port on 10 September and assisted in the dismantling of the submarine repair unit located there. *Anthedon* departed Fremantle on 2 October to return to the Philippines; arrived at Subic Bay on 14 October; and began providing repair services to submarines. On 1 November, *Anthedon* weighed anchor to return, via the Hawaiian Islands and the Panama Canal, to New London. She transited the canal on 20 November and reached Norfolk, Va., on 5 December.

After discharging passengers and cargo, the tender continued on to New London. She spent one week there before moving to Bayonne, N.J., on 15 December to enter drydock for the repair of a crack in her hull. *Anthedon* was back in New London on 22 December.

During January and February 1946, the tender assisted submarines preparing for deactivation. On 1 March, *Anthedon* commenced deactivation herself, and she was placed out of commission, in reserve, at New London on 21 September 1946. Her name was struck from the Navy list sometime in late 1968 or early 1969. She was sold to Turkey on 7 February 1969 and served the Turkish Navy as *Donatan* (A-583).

William Anthony—born on 27 October 1853 in Albany, N. Y.—enlisted in the Army on 1 February 1875 and served two five-year enlistments before joining the Marine Corps at Brooklyn, N. Y., on 18 July 1885. He served ashore (at the New York Navy Yard) and afloat (in the armored cruiser *Brooklyn*) before reporting for duty on 12 May 1897 in the marine guard of the battleship *Maine*.

An explosion rocked *Maine* as she lay at anchor in Havana Harbor on the night of 15 February 1898. As she began to settle, Private Anthony, who was on watch at the time, hastened immediately forward toward the captain's cabin to inform him of the event. In the darkness, the marine bumped into Captain Charles D. Sigsbee as the latter groped his way toward the outer hatch of the super-structure. Anthony apologized and made his report "that the ship has blown up and is sinking." The two men then proceeded together toward the quarterdeck.

"The special feature in this case of service performed by Private Anthony," Sigsbee later recounted in a letter to John D. Long, the Secretary of the Navy, "is that, on an occasion when a man's instinct would lead him to safety outside the ship, he started into the superstructure and toward the cabin, irrespective of the danger." *Maine's* former captain then recommended that the marine be promoted to sergeant, which was accomplished on 14 April 1898.

Anthony had meanwhile joined the marine guard of the cruiser *Detroit* on 5 March 1898 and served in that ship until transferred to duty at the Marine Barracks, New York Navy Yard, on 10 September of that year. Upon expiration of his enlistment, Anthony was honorably discharged at New York on 26 June 1899 with the rank of sergeant major.

Anthony died in New York City on 24 November 1899 and was buried at Greenwood Cemetery five days later.

Anthony (Destroyer No. 266)—a *Clemson*-class destroyer—was laid down on 3 June 1918 at Squantum, Mass., by the Bethlehem Shipbuilding Corp., but was renamed *Greene* (q.v.) on 1 August 1918, three months prior to her launching.

I

(Destroyer No. 172; dp. 1,284; l. 314'4½"; b. 30'11¼"; dr. 9'2"; s. 33.82 k.; cpl. 122; a. 4 4", 2 3", 3 .30-cal. Lewis mg., 12 21" tt.; cl. *Wickes*)

The first *Anthony* was laid down as the unnamed Destroyer No. 172 on 18 April 1918 at San Francisco, Calif., by the Union

Iron Works; named *Anthony* in General Order No. 408 of 1 August 1918; launched on 10 August 1918; sponsored by Miss Grace Heathcote, the daughter of Mr. Bruce Heathcote, manager of the Canadian Bank of Commerce, San Francisco, Calif.; and commissioned at the Mare Island Navy Yard, Vallejo, Calif., on 19 June 1919, Comdr. David Alexander Scott in command.

After fitting out, *Anthony* cruised down the coast of southern California to visit Santa Barbara, where she "dressed ship" in honor of Independence Day, 4 July 1919. Then dropping further down the coast to San Diego, on the 8th, the new destroyer exercised off that port before returning to San Francisco Bay on 19 July. Following a brief trip to Bremerton, Wash., and back from 25 to 31 July, she returned to San Diego, via Monterey, Calif., on the evening of 4 August. She then cruised off Colnett Bay and, while steaming back to San Diego on the night of 5 August, sighted Squadron 4 of the Pacific Fleet at anchor off South Coronado Island, before she put into San Diego harbor early on the 6th.

The next day, *Anthony* participated in a naval review in honor of the recent establishment of the United States Pacific Fleet, the first of four similar reviews held that summer by the Secretary of the Navy, Josephus Daniels. Following these activities, *Anthony* carried passengers to San Pedro where she secured alongside *Breese* (Destroyer No. 122) upon arrival.

Upon refueling alongside *Kanahwa* (Oiler No. 1) on 11 August, *Anthony* subsequently sailed for waters off Redondo Beach, Calif., and there joined *Texas* (Battleship No. 35), *Nebraska* (Battleship No. 14), *Seattle* (Armored Cruiser No. 11), *Prairie* (Destroyer Tender No. 5), and sister ships *Tarbell* (Destroyer No. 142), and *Sproston* (Destroyer No. 173) on the afternoon of the 13th. Three days later, *Anthony* shifted to the Municipal Pier, Santa Monica, and then moved up the coast to Santa Barbara on the 19th. She refueled at Los Angeles and then carried passengers to Santa Barbara before getting underway for Santa Cruz, Calif., to search for a missing seaplane.

She located the object of her search the next afternoon, 29 August, and anchored off Redwood Canyon, Calif., at 1518. Soon after her arrival, she furnished supplies for the plane's crew—items ranging from a monkey wrench and a can opener to blankets and cots as well as coffee and canned goods of various kinds. *Anthony* then cleared the waters off Redwood Canyon at 1710 for Santa Cruz, arriving a little less than five hours later.

The destroyer delivered aviation stores to *SC-278* and the Army tug *El Aguador* in San Francisco Bay on 30 August and rejoined the Fleet on the afternoon of the 31st, coming to anchor in Bolinas Bay. Steaming in column with the Fleet on 1 September, she fired a 17-gun salute to Secretary of the Navy Daniels, who was embarked in the historic pre-dreadnaught *Oregon*



Anthony (Destroyer No. 172) rides at anchor in the stream at Mare Island, circa 27 June 1919. Note white, unshaded hull numbers, and crowsnests at both main and foremasts. (NH 57623)

(Battleship No. 3), a ship especially recommissioned to participate in the fleet reviews that summer.

Having taken a draft of men from the flagship, *Birmingham* (Cruiser No. 2), the previous day, *Anthony* steamed out of San Francisco Bay on 8 September; headed for the waters of the Pacific northwest; and reached Port Angeles, Wash., on the morning of the 11th. However, she got underway within two hours of her arrival to shift to Victoria, British Columbia. That night, she headed for Port Blakely, Wash., in company with *Arkansas* (Battleship No. 33), the latter having the Secretary of the Navy embarked.

The battleship and her consort anchored off Port Blakely the following morning. At 1004, Secretary Daniels disembarked from *Arkansas*, receiving a 19-gun salute upon departure, and came on board *Anthony* at 1008. Then, with the Secretary of the Navy's flag at the main, the destroyer got underway for Bremerton, Wash., and, after a passage of less than an hour, disembarked her distinguished passenger at the Puget Sound Navy Yard at 1058. After fueling, the ship reembarked Secretary Daniels at 1615 and transported him to Seattle, Wash., where the Secretary left the ship at 1720.

The following day, *Anthony* passed in review before President Woodrow Wilson, who took in the impressive sight from the decks of *Oregon* on the afternoon of 13 September. The destroyer later participated in Secretary Daniels' final review of the Fleet, also taken from *Oregon*, on the 15th, at Tacoma, Wash. *Anthony* then proceeded south and visited Tacoma, Port Washington, and Bremerton, before reaching San Francisco Bay late on the afternoon of the 25th.

Arriving at San Diego on the 27th and mooring alongside *Buchanan* (Destroyer No. 132), *Anthony* lay idle for much of the next two months, getting underway only thrice for exercises with the other destroyers of Division 11 on 20 and 27 October and 17 November, before she was placed in reserve at Santa Fe Wharf, San Diego, on the afternoon of 23 November 1919.

For almost another year and a half, *Anthony* languished among her many sisters in the reserve destroyer squadrons, as austerity in the postwar period dictated cutbacks in operating funds for men and ships. Only an occasional steaming trial or shift of berth broke up the monotonous routine of port life "in reserve, in commission." However, there were changes in the wind.

On 18 March 1920, *Anthony* and five of her sister ships were tentatively designated as "light minelayers" and slated to be kept in commission among the 144 ships of the "flush-decker" type the Navy Department hoped to operate. Additional ships of the class were earmarked for conversion to minecraft as well, with the commissioning of the entire group only awaiting the trained men to man them.

Anthony thus continued her prosaic life at San Diego into the summer of 1920. One minor misfortune occurred during a shifting of berth, when she grounded on a shoal on 15 July 1920. Towed free by *Thrush* (Minesweeper No. 18), *Anthony* got underway on 17 July for the Mare Island Navy Yard and repairs, with a future fleet admiral—then a destroyer division commander—embarked as a passenger, Comdr. William F. Halsey, Jr.

That same day, 17 July 1920, saw the institution of the Navy's system of alphanumeric hull designations. Since plans had been made for *Anthony* to serve as a light minelayer, the ship received the alphanumeric designation DM-12. Nevertheless, she would continue her operations with the destroyer force "until further orders" were issued "directing . . . [her] assignment to the mine force."

Returning from Mare Island to Santa Fe Wharf on 27 July, *Anthony* resumed her inactivity that continued through the end of 1920. However, in February, March, and April, 1921, the tempo of operations picked up as *Anthony* operated frequently with her sister ship *Ingraham* (DM-9), mostly in the waters off South Coronado Island. On 29 March 1921, she received orders to aid a blimp at La Jolla, Calif. Casting off from Santa Fe Wharf at 1023, *Anthony* shaped course to locate the blimp and sighted her quarry at 1315, flying inshore. The ship stood by to render assistance but soon received the report that her help was not needed. She thus left the area and proceeded to anchorage off Coronado Island.

On 3 June 1921, *Anthony* and *Ingraham* were finally detached from the Destroyer Force, Pacific Fleet, and assigned to the Mine Force. Yet *Anthony* remained somewhat idle in port through much of the spring. On 22 April, she interrupted her "in port" time with rehearsals for short range battle practice (SRBP)

with *Thatcher* (DD-162). On 5 May, she got underway for Mare Island to prepare for a voyage to Hawaii.

Anthony remained at Mare Island until the end of the first week in June. On the afternoon of the 7th, she embarked upon the voyage to Hawaii in tow of *Penguin* (AM-33) and *Eider* (AM-17) and accompanied by *Ingraham* also towed by a pair of minesweepers, *Oriole* (AM-7) and *Pigeon* (AM-47). Six days out, the light minelayers cast off the towlines and completed the passage under their own power. The six minecraft reached Oahu on the 18th.

Conversion, undertaken at the Pearl Harbor Navy Yard, involved the removal of all torpedo tube mounts to make room for mine tracks, extending forward from the fantail almost half the length of the ship. These ships, designed to carry between 64 and 80 mines, were envisioned as being able to lay offensive minefields. The need for fast ships with this capability had been demonstrated during "the war to end all wars."

For the next year, *Anthony* operated out of Pearl Harbor in her new role, drilling and training in the areas of mining (day and night) and gunnery while frequenting the waters off Lahaina, Maui, and Oahu. During this time, on 1 February 1922, *Anthony* struck a reef at Lahaina while searching for a mine she had lost during an exercise the month before. The mishap badly bent and gnarled both screws. After repairs at Pearl Harbor, the ship resumed her regimen of battle mining practices and gunnery drills and continued them into the summer.

Unfortunately for the ship, her time on the active list was running short. A dispatch of 28 April 1922 directed that *Anthony* be decommissioned by 30 June of that year. In accordance with those orders, the ship was prepared for inactivation, "with a view to recommissioning at some future date," and decommissioned on 30 June 1922 at the Naval Station, Pearl Harbor.

However, the recommissioning never materialized. *Anthony* remained out of commission at Pearl Harbor for the next 14 years. Struck from the Navy list on 1 December 1936, she was reduced to a hulk by Christmas of that year. Towed to the west coast by *Brazos* (AO-16), the former *Anthony* reached San Pedro, Calif., on 4 April 1937. *Sonoma* (AT-12) took over there and brought the ship to San Diego the following day. Ultimately, ex-*Anthony* met her end in U.S. Fleet gunnery exercises, sunk by shellfire from *Portland* (CA-33) on 22 July 1937 off the coast of Southern California.

II

(DD-515: dp. 2,050; l. 376'5"; b. 39'7"; dr. 13'9"; s. 35.2 k.; cpl. 329; a. 5 5", 6 40mm., 7 20mm., 2 dct., 6 dep., 8 21" tt.; cl. *Fletcher*)

The second *Anthony* (DD-515) was laid down on 17 August 1942 at Bath, Maine, by the Bath Iron Works Corp.; launched on 20 December 1942; sponsored by Miss Alice Anthony and Miss Frances Anthony, granddaughters of Sergeant Major William Anthony; and commissioned at the Boston Navy Yard, on 26 February 1943, Lt. Comdr. Blinn Van Mater in command.

The destroyer got underway on 26 March for a shakedown training out of Guantanamo Bay, Cuba, and arrived back in Boston on 27 April for a tender availability. She then headed for Norfolk, Va., but departed Hampton Roads on 10 May, bound for the Pacific. After transiting the Panama Canal, *Anthony* joined the Pacific Fleet and arrived in Pearl Harbor on 31 May.

Two months of intensive training for the destroyer ensued. She left Hawaiian waters on 5 August in the screen of a convoy bound, via Pago Pago, Samoa, for Efate Island, New Hebrides. *Anthony* dropped anchor off Efate on 27 August.

Her next several weeks were devoted to more training exercises. Then, late in October, *Anthony* was among the destroyers escorting troop transports to the Solomon Islands for landings on Bougainville. She took part in a preinvasion bombardment and stood by while marines landed on the beaches of Empress Augusta Bay on 1 November. The destroyers pulled into Purvis Bay, Florida Island, on the 3d. However, she returned to Bougainville on 8 November to reinforce American naval forces off that island. Despite numerous air attacks, *Anthony* emerged unscathed from covering the transports during their successful unloading. She pulled into Tulagi on 15 November and soon began escorting ships carrying troops and supplies to various points in the Solomon Islands.

This routine was interrupted for the destroyer on 20 January

1944 by an order to proceed to Bougainville Strait. There, *Anthony* encountered several small Japanese ships and destroyed a gunboat and several barges before resuming her escort duties.

The ship got underway on 15 February to shepherd a group of LST's to the landing sites on Green Island. Although *Anthony* was originally slated to perform gunfire support duties, the American troops encountered such light enemy opposition when they went ashore that she was not required to carry out that assignment.

After a brief respite at Purvis Bay, the destroyer sailed on 23 February to take part in a bombardment of the enemy stronghold at Rabaul, New Britain Island. Then, during March, she covered the invasion of Emirau Island before serving as an escort on several supply runs between Guadalcanal and Emirau.

On 24 April, *Anthony* was assigned to duty with a battleship task force. The destroyer screened *New Mexico* (BB-40), *Idaho* (BB-42), and *Pennsylvania* (BB-38) to Australia. The warships arrived at Sydney; and, on the 29th after a week of liberty in that city, *Anthony* weighed anchor on 6 May to return to Purvis Bay.

After brief training, *Anthony* and a group of ships sailed on 2 June for the invasion of the Marianas. They arrived in Kwajalein on the 8th to refuel, then turned westward toward the Marianas. On 14 June, the destroyer fired her guns on Saipan and, the next day, screened other ships during landings on Saipan. On the 16th, she bombarded Guam. The destroyer then detached to join Task Force 58, the Fast Carrier Task Force. Her duties then included screening the carriers and rescuing downed aviators.

On 8 July, *Anthony* began providing harassing fire on Guam, and the bombardment continued for several days. When relieved, the destroyer proceeded to Eniwetok to refuel and take on provisions. She returned to the action off Guam on 21 July and assumed antisubmarine patrol duty.

On 10 August, *Anthony* was ordered to proceed to Hawaii. She made an intermediate stop at Eniwetok before arriving at Pearl Harbor on the 20th. There, the ship was briefly drydocked for repairs and then took part in training exercises off Maui. *Anthony* sailed for Ulithi on 15 September and arrived safely in that lagoon on 3 October. Shortly thereafter, the destroyer got underway to return to the west coast of the United States.

Soon after her reaching San Francisco on 25 October, *Anthony* entered the Mare Island Navy Yard for an overhaul. She left the shipyard on 13 December to travel to San Diego for a week of refresher training. The destroyer departed the west coast on 20 December with a convoy bound for Hawaii and reached Pearl Harbor on the 30th.

There, she began preparations for the upcoming operations at Iwo Jima. *Anthony* and other ships of the invasion force got underway on 27 January 1945 and stopped en route at Eniwetok and Guam. The destroyer was assigned to the screen of transports carrying reserve forces. She conducted shore bombardment and night harassing fire until 6 March, when she got underway for the Philippines.

Anthony anchored in San Pedro Bay on 13 March. The ship began preparing for the assault on Okinawa. She left Philippine waters on 27 March and arrived on station off Okinawa on 1 April. But for one trip to Ulithi, the destroyer remained in the dangerous waters of that embattled island carrying out fire support, screening, and radar picket duties until late June. She underwent several Japanese air attacks during this time and claimed to have downed five enemy planes. On 27 May, kamikazes attacked *Anthony* and her sister ship *Braine* (DD-630). When two succeeded in crashing into *Braine*, *Anthony* took all survivors on board and towed the damaged vessel to Kerama Retto.

Anthony had another close call on 7 June. While on radar picket station, she was again attacked by enemy aircraft. A kamikaze splashed along the destroyer's port side, leaving a large hole in her hull and carrying away lifelines and stanchions for 25 feet on that side. Five crewmen either jumped or were blown into the water, but all were recovered safely. The ship remained on duty until the 24th, then returned to Leyte, Philippines, for an availability.

On 13 July, *Anthony* got underway for an anti-shipping sweep off the China coast between Foochow and Wenchow. After touching back at Okinawa for refueling and replenishing, *Anthony* commenced another sweep on 26 July off the mouth of the Yangtze River. The destroyer returned to Okinawa on 1 August and operated from that base through the end of hostilities a fortnight later.

Anthony sailed on 7 September for duty supporting the occupation of Japan. She carried out minesweeping operations off Nagasaki and Sasebo and then anchored at Sasebo on 29 September. *Anthony* began the voyage home on 17 November and, after stops at Midway and Pearl Harbor, finally arrived in San Diego. Shortly thereafter, she got underway for the east coast and transited the Panama Canal en route to Charleston, S.C.

Preservation work began shortly after her arrival in Charleston to ready the ship for inactivation. *Anthony* was placed out of commission, in reserve, on 17 April 1946. On 17 January 1958, the destroyer was loaned to the Federal Republic of Germany. She was returned to United States custody and simultaneously struck from the Navy list on 15 April 1972. The ship was then sold to West Germany on 27 June 1972 for cannibalization and scrapping.

Anthony earned seven battle stars for her World War II service.

Anthony, Susan B., see *Susan B. Anthony* (AP-72)

Anticline

A geological term designating an arch of stratified rock in which the layers bend downward in opposite directions from the crest.

(YO-62: dp. 2,660; l. 235'; b. 37'; dr. 14'10"; s. 10.6 k.; cl. *Bullwheel*)

Anticline (YO-62) was laid down on 7 September 1942 at Camden, N.J., by the R. T. C. Shipbuilding Corp.; launched on 20 February 1943; and commissioned at Philadelphia on 17 April 1943.

While she was under construction, *Anticline* was scheduled for service assigned to the Caribbean Sea area under the auspices of the Commandant, 10th Naval District. However, just before she went into commission, the fuel oil barge was reassigned to the South West Pacific Force; but, soon after commissioning that assignment was also cancelled. On 6 May 1943, *Anticline* was finally ordered to the 8th Fleet for duty in North-west African waters. She served in that organization until near the end of 1944. During that time, the fuel oil barge participated in the latter stages of the Sicily operation and in the invasion of southern France. On 20 December 1944, *Anticline* was transferred to the French under the terms of the lend-lease program. Returned to the Navy on 21 March 1949, the fuel oil barge was determined to be in excess of the needs of the Navy. Accordingly, her name was struck from the Navy list on 28 April 1949. Her subsequent fate is not known.

Anticline earned one battle star during World War II.

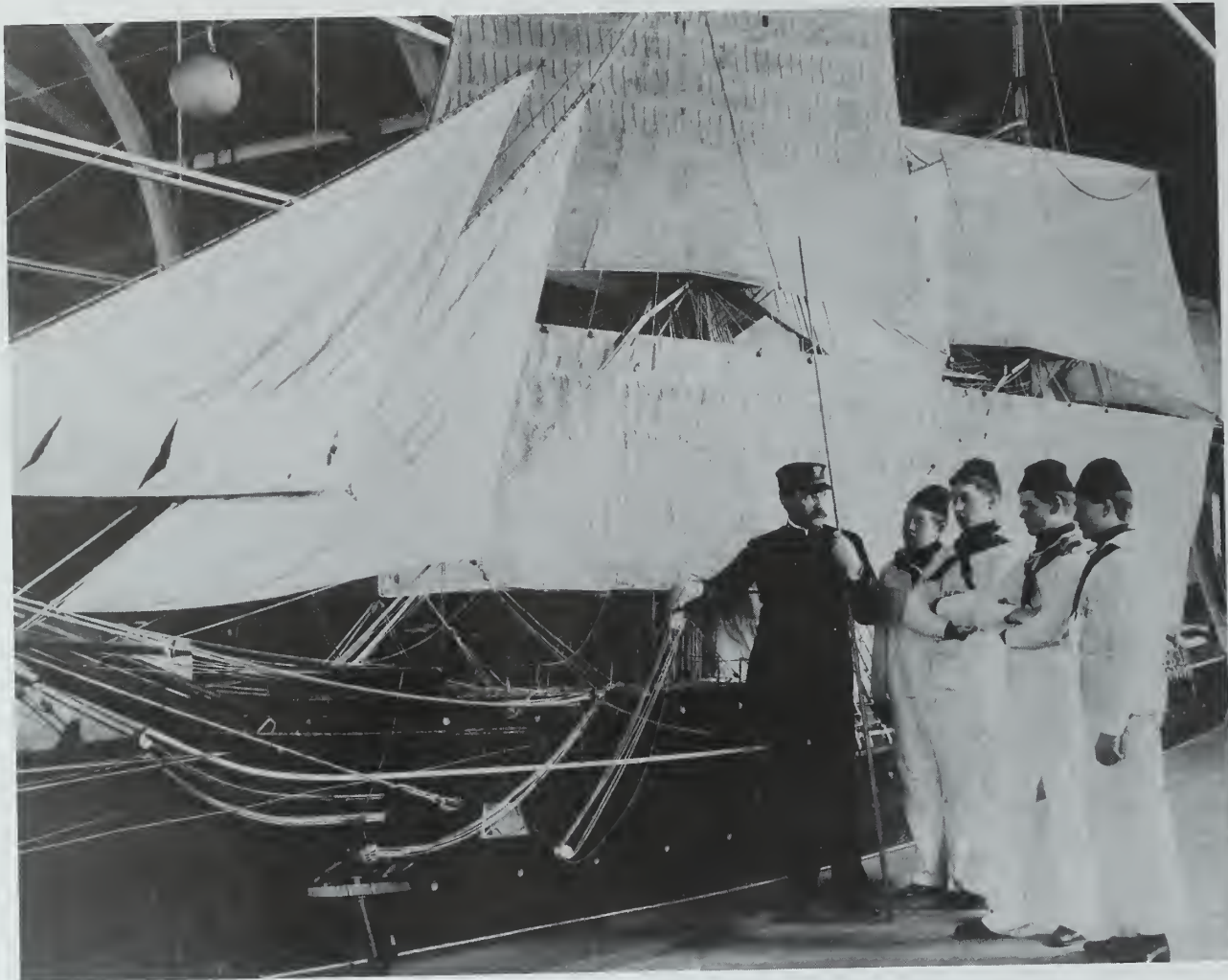
Antietam

A major battle in the American Civil War fought along Antietam Creek near the town of Sharpsburg in northwestern Maryland. It was the climax to the first of General Robert E. Lee's two major attempts to bring the war home to the North. Fought on 17 September 1862, it is renowned as the bloodiest single day in American military history. Though the battle ended in a tactical draw, it was a northern victory strategically because Lee was forced to withdraw, give up the offense, and resume a defensive posture in northern Virginia.

I

(ScSlp: dp. 3,953; lbp. 312'6"; b. 46'0"; dr. 18'3"; cl. *Java*)

The first *Antietam*—a screw sloop of war begun in 1864 at the Philadelphia Navy Yard—was not finished by the end of the Civil War. Instead, she remained on the stocks, about two-thirds completed until 1869. At that time, it was decided to complete her as an equipment storeship. She served as a storeship and marine barracks at League Island, Pa., from 1876 to 1888. On 8 September 1888, *Antietam* was sold to Mr. C. H. Gregory of Thomaston, Long Island, N.Y.



Midshipmen from the Naval Academy Class of 1905 receive instruction in sail rigging from the Seamanship Department's model of *Antietam*, circa 1904. The officer may be Lt. Comdr. H. A. Bispham, head of the department. (NH 51491)

II

(CV-36: dp. 27,100; l. 888'0"; b. 93'0"; ew. 147'6"; dr. 28'7"; s. 32.7 k. (tl.); cpl. 2,448; a. 80+ ac., 12 5", 72 40mm.; cl. *Essex*)

The second *Antietam* (CV-36) was laid down on 15 March 1943 by the Philadelphia Navy Yard; launched on 20 August 1944; sponsored by Mrs. Millard E. Tydings, the wife of Senator Tydings of Maryland; and commissioned on 28 January 1945, Capt. James R. Tague in command.

The aircraft carrier completed fitting out at Philadelphia until 2 March when she got underway for her shakedown cruise. The ship arrived in Hampton Roads on the 5th and conducted operations from Norfolk until 22 March when she stood out of Chesapeake Bay bound for Trinidad in the British West Indies. At the conclusion of her shakedown cruise, *Antietam* returned to Philadelphia on 28 April to begin post-shakedown availability. She completed repairs on 19 May and departed Philadelphia that same day. After a three-day stop at Norfolk, the warship resumed her voyage to the Panama Canal in company with *Higbee* (DD-806), *George W. Ingram* (APD-43), and *Ira Jeffery* (APD-44). She arrived at Cristobal on 31 May, transited the canal the next day, and continued her voyage up the coast to San Diego. She stopped at San Diego from 10 to 13 June before beginning the first leg of her transpacific voyage. *Antietam* arrived in Pearl Harbor on the 19th and remained in the Hawai-

ian Islands conducting training missions until 12 August. On that day, she shaped a course for the western Pacific.

Three days out of Oahu, she received word of the Japanese capitulation and the consequent cessation of hostilities. Thus, by the time of her arrival in Eniwetok Atoll on the 19th, her mission changed from combat to occupation support duty. On the 21st, she exited the lagoon in company with *Cabot* (CVL-28) and a screen of destroyers bound for Japan. En route, she suffered some internal damage which forced her into port at Apra Harbor, Guam, for inspections. The inspection party deemed the damage minimal; and the carrier remained operational, resuming her course on the 27th. By that time, however, her destination had been changed to the coast of the Asian mainland. She stopped at Okinawa between 30 August and 1 September and arrived in Chinese waters near Shanghai the following day.

The aircraft carrier remained in the Far East for a little more than three years. The Yellow Sea constituted her primary theater of operations while her air group provided support for the Allied occupation of North China, Manchuria, and Korea. During the latter stages of that assignment, her airmen conducted surveillance missions in that area as a result of the civil war in China between communist and nationalist factions which later resulted in the expulsion of Chiang Kai-shek's forces from mainland China and the establishment of Mao Tse-tung's communist Peoples Republic of China. Throughout the period, however, she did depart the Yellow Sea on occasion for visits to Japan, the



Antietam (CV-36), underway off the east coast of Korea with Task Force 77, 16 October 1951, with planes from Air Group 15 spotted on deck: Vought F4U-4B "Corsairs," Grumman F9F "Panthers," and Douglas AD "Skyraiders." (80-G-434525)

Philippines, Okinawa, and the Marianas. Early in 1949, she concluded her mission in the Orient and headed back to the United States for deactivation.

Antietam remained in reserve at Alameda, Calif., until communist forces from the north invaded South Korea in the summer of 1950. She began reactivation preparations on 6 December and went back into commission on 17 January 1951, Capt. George J. Dufek in command. Initially, the carrier conducted shakedown training and carrier qualifications along the California coast, first out of Alameda and—after 14 May—out of San Diego. She made one voyage to Pearl Harbor and back to San Diego in July and August before departing the latter port on 8 September and heading for the Far East. *Antietam* arrived in the Far East later that fall and, by late November, began the only combat deployment of her career. During that tour, she made four cruises with Task Force (TF) 77, in the combat zone off the coast of Korea. In between fighting assignments, she returned to Yokosuka, Japan. During each of those periods, her air group carried out a variety of missions in support of United Nations forces combatting North Korean aggression. Those missions included combat air patrol, logistics interdiction—particularly against railroad and highway traffic—reconnaissance antisubmarine patrols, and night heckler missions. Between late November 1951 and mid-March 1952, *Antietam's* air group flew nearly 6,000 sorties of all types. She returned to Yokosuka on 21 March 1952 at the conclusion of her fourth cruise with TF 77 to begin preparations for her voyage back to the United States.

The aircraft carrier returned home in April and rejoined the Pacific Reserve Fleet briefly. She was reactivated later that summer and, in August, transited the Panama Canal to join the Atlantic Fleet. In September, the warship entered the New York Naval Shipyard for major alterations. In October, she was redesignated an attack aircraft carrier, CVA-36. In December, *Antietam* emerged from the yard as America's first angled-deck aircraft carrier. She operated out of Quonset Point, R.I., until the beginning of 1955. During the intervening years, she partici-

pated in numerous fleet and independent ship's exercises. After August 1953—at which time she was redesignated and antisubmarine warfare (ASW) carrier, CVS-36—*Antietam* concentrated upon honing her hunter/killer skills. In January 1955, she embarked upon a voyage to the Mediterranean Sea where she served with the 6th Fleet until March. Resuming duty with the Atlantic Fleet ASW forces, she operated along the eastern seaboard until the fall of 1956. In October of that year, she cruised to the waters of the eastern Atlantic for NATO ASW exercises and goodwill visits to ports in Allied countries. While the carrier was in Rotterdam, the Suez crisis broke out in the eastern Mediterranean. *Antietam* cut short her visit to the Netherlands and headed for the "middle sea" to bolster the 6th Fleet during the evacuation of American citizens from Alexandria, Egypt. At the end of that assignment, she conducted ASW training exercises with Italian naval officers embarked before returning to Quonset Point on 22 December.

After resuming operations along the eastern seaboard early in 1957, *Antietam* was assigned on 21 April 1957 to training duty with the Naval Air Training Station, Pensacola, Fla. Mayport, however, served as her home port because ships of her draft could not then enter port at Pensacola. For almost two years, the aircraft carrier operated out of Mayport training new Navy pilots and conducting tests on new aviation equipment—most noteworthy, on the Bell automatic landing system during August of 1957. She also participated in annual Naval Academy midshipmen cruises each summer.

In January 1959, after the deepening of the channel into Pensacola had been completed, *Antietam's* home port was changed from Mayport to Pensacola. For the remainder of her active career, the carrier operated out of Pensacola as an aviation training ship. On two occasions, she provided humanitarian services to victims of hurricane damage. The first came in September of 1961 when she rushed to the Texas coast to provide supplies and medical assistance to the victims of hurricane Carla. The second came just over a month later when she carried medical supplies,

doctors, nurses, and other medical personnel to British Honduras to help the victims of hurricane Hattie. Otherwise, she spent the final four years of her naval career in routine naval aviation training duty out of Pensacola. On 23 October 1962, *Antietam* was relieved by *Lexington* (CVS-16) as aviation training ship at Pensacola and was placed in commission, in reserve, on 7 January 1963. She remained in that status until she was decommissioned on 8 May 1963. Berthed at Philadelphia, Pa., she remained in reserve until May of 1973 when her name was struck from the Navy list. On 28 February 1974, she was sold to the Union Minerals & Alloys Corp. for scrapping.

Antietam (CV-36) earned two battle stars for service in the Korean conflict.

III

(CG-54: dp. 9,600; l. 503'; b. 55'; dr. 31'; s. 30+k.; cpl. 372; a. 2 5", Standard missile, ASROC, Harpoon, Phalanx, LAMPS, 6 21" tt.; cl. *Ticonderoga*)

The third *Antietam* (CG-54) was laid down on 15 November 1984 at Pascagoula, Miss., by the Ingalls Shipbuilding Corp.; launched on 15 February 1986; sponsored by the Honorable Beverly B. Byron, Representative from Maryland's 6th Congressional District, who christened the guided-missile cruiser on 19 April 1986; and commissioned on 22 May 1987, Capt. Philip J. Coady, Jr., in command.

The warship spent the remainder of 1987 fitting out and conducting her shakedown training. In January of 1988, she entered Todd Pacific Shipyards Corp. for post-shakedown repairs and alterations. *Antietam* completed the availability early in March and began operations along the coast of California during which she carried out two research projects for the Office of the Chief of Naval Operations in addition to the normal routine of refresher training, systems' tests, and readiness certifications. That summer, the warship participated in the multinational exercise, RIMPAC '88, the second phase of which took her to the Hawaiian operating area.

On 2 September, *Antietam* embarked upon her first overseas deployment, an assignment that first took her to the Far East and then, late in October, across the Indian Ocean to the troubled Middle East. After a tour of duty patrolling the Strait of Hormuz, the guided-missile cruiser headed back across the Indian Ocean late in December, and the last day of 1988 found her in port at Singapore.

Antigo

A city in northeastern Wisconsin, Antigo is the seat of government for Langlade County. The word Antigo is of Indian origin and is said to refer to evergreens.

I

(PC-470: dp. 280; l. 173'8"; b. 23'0"; dr. 10'10"; s. 20.2 k. (tl.); cpl. 65; a. 2 3", 2 20mm., 2 det., 2 dep.; cl. *PC-461*)

PC-470 was laid down on 27 February 1942 at Neponset, Mass., by George Lawley & Sons, Inc.; launched on 27 June 1942; and commissioned on 31 July 1942, Lt. R. E. Parker, in command.

Following shakedown, *PC-470* began convoy escort duty between Guantanamo Bay, Cuba, and Coco Solo in the Panama Canal Zone. That assignment lasted from the summer of 1942 until June 1944. Then the subchaser moved from the Gulf of Mexico to San Diego, Calif., where she remained until 11 August. At that time, she moved on to Pearl Harbor. On 10 October, *PC-470* departed Pearl Harbor on her way to the combat zone in the western Pacific. Staged by way of Eniwetok in the Marshall Islands, she was off the invasion beaches at Tacloban on Leyte Island in the Philippines on 20 October. There, the subchaser served as a control vessel guiding landing craft to their proper beaches. During her eight-day stay at Leyte, *PC-470* engaged aircraft and came under fire from Japanese shore batteries. She suffered a hit from a projectile of approximately 75-millimeter caliber in one of her forward compartments. The explosion killed one sailor, injured several others, and caused a fair amount of damage to the ship.

PC-470 left Leyte on 27 October and headed for Hollandia, New Guinea. She stayed at Hollandia for about a month repair-

ing the damage sustained at Leyte and then moved to Bougainville to join the forces preparing for the landings on Luzon. In mid-December, she moved to Manus with those forces to train for the Lingayen Gulf assault. From there, she voyaged to the Philippines during the first week in January 1945. The subchaser participated in the landings on 9 January 1945, again engaging enemy aircraft, and then began convoy duty. *PC-470* provided antisubmarine protection for convoys between various islands of the western Pacific until the summer of 1945. In July, the warship arrived in Pearl Harbor to begin a badly needed overhaul. The war ended while she was still at Oahu, and the subchaser returned to the United States late in September.

PC-470 went to Portland, Oreg., where she began preparations for inactivation. By March of 1946, she was out of commission, berthed with the Columbia River Group, Pacific Fleet. The subchaser remained in reserve for a little more than 14 years. During that period, on 15 February 1956, she was named *Antigo*. Her name was struck from the Navy list on 1 July 1960, and she was disposed of in a manner unspecified.

Antigo (PC-470) earned two battle stars during World War II as *PC-470*.

II

(YTB-792: dp. 356 (f.); l. 109'; b. 31'; dr. 14'; s. 12 k. (tl.); cpl. 12; cl. *Natick*)

The second *Antigo* (YTB-792) was laid down on 27 September 1966 at Marinette, Wis., by the Marinette Marine Corp.; launched on 18 April 1967; completed in July 1967; and placed in service soon thereafter.

Assigned to the 6th Naval District and based at Charleston, S.C., *Antigo* has spent her entire Navy career providing towing and other support services for ships visiting Charleston. As of the beginning of 1987, the tug was still attached to the 6th Naval District.

Antigone

The daughter of Oedipus and Jocasta in Greek mythology. Antigone is most famous as the heroine of tragedies by Sophocles and Euripides. She embodied the virtues of faithfulness and heroism which characterized the Greek ideal of womanhood.

I

(ScStr: dp. 17,024; l. 518'1"; dr. 27'; s. 14 k.; cpl. 389; a. 4 5", 2 mg.)

Neckar was launched on 8 December 1900 at Geestemüde, Germany, by J. C. Teichlenborg; and was owned and operated by North German Lloyd. In the North Atlantic at the outbreak of World War I in the summer of 1914, the passenger and freight liner sought sanctuary at the neutral port, Baltimore, Md.—lest she fall prey to the warships of the Royal Navy—and was interned, ostensibly for the duration of the conflict. However, when the United States declared war on Germany in April 1917, American customs agents seized the ship. She was transferred to the Navy by the United States Shipping Board on 12 July 1917; converted for naval service as a troop transport at the Norfolk Navy Yard, Portsmouth, Va.; renamed *Antigone* (Id. No. 3007) on 1 September 1917; and placed in commission on 5 September 1917, Comdr. Joseph R. Defrees in command.

Antigone was assigned to the Cruiser and Transport Force, Atlantic Fleet, on 14 September, and she departed Norfolk on 29 November. After coaling and completing sea trials, she proceeded to Hoboken, N. J., and embarked approximately 2,000 American troops. The transport sailed from New York City en route to France on 14 December and, during the next 11 months, made eight round-trip voyages to France, each of which terminated in either Brest or St. Nazaire. The ship also carried medical supplies and general cargo—as well as 16,526 troops—to Europe before hostilities ended.

After the armistice was signed on 11 November 1918, the transport continued her transatlantic voyages and returned more than 22,000 veterans to the United States. She completed her last trip from France upon her arrival at New York City on 15 September 1919. She was decommissioned there on 24 September



Antigone (Id. No. 3007) at Norfolk, Va., 29 November 1917, being assisted by a tug. Although poor in quality, the print shows the silhouette of a "flush-deck" destroyer painted on the ship's side. (NH 57625)

ber 1919, and her name was simultaneously struck from the Navy list. The ship was then transferred to the War Department for service in the Army Transport Service.

II

(AGP-16: dp. 4,100; l. 328'; b. 50'; dr. 11'2"; s. 11.6 k.; cpl. 287; a. 2 40mm., 8 20mm.; cl. *Portunus*)

Originally projected as *LST-773*, the second *Antigone* was reclassified a motor torpedo boat tender and redesignated AGP-16 on 14 August 1944; laid down on 15 August 1944 at Seneca, Ill., by the Chicago Bridge & Iron Co.; launched on 27 October 1944; sponsored by Mrs. Mary Ellen Needham Fisher; commissioned in reduced status on 17 November 1944 at Algiers, La., for the voyage to Baltimore, Md.; decommissioned on 5 December 1944 for conversion by the Maryland Drydock Co., to a motor torpedo boat tender; and placed in full commission on 14 May 1945, Lt. Comdr. Whitson M. Jones in command.

Following shakedown training in the Chesapeake Bay and final loading out at Davisville, R. I., *Antigone* sailed on 28 June for the Pacific. She transited the Panama Canal on 8 July and joined the Pacific Fleet. The tender arrived at Pearl Harbor, Hawaii, on 9 August, remained there until the 22d, and then sailed, via Saipan, for Okinawa. Upon her arrival at Okinawa on 18 September, *Antigone* began providing services to Motor Torpedo Boat Squadrons 31, 32, and 37 and continued this assignment until December.

Antigone then departed Okinawa and shaped a course for the west coast of the United States. She arrived at San Francisco, Calif., on 22 January 1946, and her name was struck from the Navy list on 10 June 1947. On 6 February 1948, the vessel was transferred to the Maritime Commission and simultaneously sold to Kaiser & Co. for scrapping.

Antigua

An island of the Leeward group of West Indies. Discovered by Columbus in 1493 and settled by English subjects from St. Christopher in 1632, Antigua is a self-governing state within the Commonwealth of Nations.

(AF-17: t. 6,892; l. 447'10"; b. 60'3"; dph. 24'1"; s. 16.5 k.; cpl. 114; a. 1 5", 4 3")

On 28 December 1941, some three weeks after the United States entered World War II, the American Navy acquired—through the Maritime Commission by an indefinite-time charter—*Antigua*, a turbo-electric screw steamer built in 1932 at Quincy, Mass., by the Bethlehem Ship Building Corp. Prior to her takeover by the Federal Government, the ship had operated

out of New York carrying passengers and cargo for her owner, the United Mail Steamship Company.

On 27 December 1941, the day before it took custody of the ship, the Navy classified her a store ship, designated her AF-17, and decided to retain her merchant name *Antigua*. However, for some unrecorded reason, the ship never joined the active Fleet. She was apparently returned to her owner sometime before 26 May 1944, the day her name was cancelled.

Sometime between 10 June and 26 July 1943, after she had been slated for transfer under the lend-lease program to the United Kingdom, the frigate *Hamond* (PF-73) (*q.v.*) was renamed *Antigua*.

Antilla

A town in Oriente Province, Cuba.

(ScStr: dp. 3,668; l. 358'; b. 45'; s. 10 k.; cpl. 52)

Antilla—a screw steamer built in 1904 at West Hartlepool, England, by William Grey & Co.—was acquired by the Navy from the New York & Cuba Mail Steamship Co. on 14 May 1918 and commissioned at Hoboken, N. J., on 20 May 1918, Lt. Comdr. Nicolai Kvande, USNRF, in command.

Assigned to the Naval Overseas Transportation Service (NOTS), *Antilla* served less than a year. She made only two voyages to Europe and back and spent much of the rest of her time undergoing repairs. The ship was placed out of commission on 20 February 1919 and was returned to her owner.

Antioch

A coeducational college located in Yellow Springs, Ohio, was chartered in 1852 and named for the Syrian community where the followers of Christ were first called "Christians."

The "Victory" ship *Alfred Victory*—laid down under a Maritime Commission contract (MCV hull 745) on 28 February 1945 at Richmond, Calif., by yard no. 2 of the Permanente Metals Corp.; launched on 11 April 1945; sponsored by Mrs. W. W. McFall; and delivered to her operators, Hammond Shipping, on 7 May 1945—was among the 12 "Victory ships earmarked for transfer from the National Defense Reserve Fleet to the Military Sea Transportation Service for augmentation of the Army Forward Floating Depot program. Although assigned the name *Antioch* and the designation, T-AG-180 on 1 February 1966, the ship never saw MSTs service because the project was cancelled. However, she did carry cargo to Vietnam as *Bessemer Victory* under a commercial charter. As of 1 July 1984, *Alfred Victory*

lay in the Suisun Bay, Calif., berthing area of the National Defense Reserve Fleet.

Antolak, Sgt. Sylvester, see Sgt. Sylvester Antolak (AP-192).

Anton Dohrn

(MB: t. 45; l. 71'0"; b. 16'8"; dr. 6'4" (aft); s. 10.5 k.; cpl. 9; a. 1 3-pdr., 1 mg.)

Anton Dohrn—a motorboat built in 1911 at Miami, Fla., by the Miami Yacht & Machine Co.—was acquired by the Navy on 31 July 1917 under a free lease from the Carnegie Institute, Washington, D.C., and was commissioned at Key West, Fla., on 5 October 1917.

Assigned to the 7th Naval District, *Anton Dohrn* operated out of the section base located at St. Augustine, Fla., patrolling the waters along the northeastern coast of Florida. After the armistice of 11 November 1918 ended hostilities and reduced the Navy's need for patrol craft, the motorboat was returned to her owner on 2 January 1919. Her name was simultaneously struck from the Navy list.

Antona

(ScStr: t. 549, dr. 13'; s. 8 k.; cpl. 56; a. 2 32-pdrs., 1 20-pdr. P.r., 2 24-pdr. sb.)

On the morning of 6 January 1863, the Union screw steamer *Pocahontas* sighted a ship in the Gulf of Mexico, steaming westward close to the Alabama shore and headed toward the entrance to Mobile Bay. Soon after the blockader had turned to intercept the stranger lest she reach the protection of the Southern guns at Fort Morgan—then some nine miles away—the unidentified steamer altered her own course in an effort to escape. Both vessels pushed their engines to their limits and broke out all possible sails. *Pocahontas* slowly gained on her quarry but the sun was close to the horizon before she was near enough to fire a shot at the fleeing ship. The round fell short of its target which then hoisted English colors as she continued her flight. About an hour before midnight, the Union ship had closed to about half a mile and fired two more rounds in quick succession which promptly brought the vessel to about 30 miles south southeast of Cape San Blas, Fla. She proved to be *Antona*, an iron-hulled British screw steamer recently built at Glasgow, Scotland. She had departed Liverpool and had proceeded via St. Thomas, Virgin Islands, to Havana, Cuba. There, she took on a contraband cargo of gunpowder, small arms, tea, and brandy before sailing for Mobile on New Year's Day 1863.

After accompanying *Pocahontas* back to the blockading fleet off Mobile, *Antona*—manned by a prize crew—sailed for Philadelphia for adjudication. However, while still in the gulf, she sprang a leak which forced her to turn back. While she was undergoing repairs at New Orleans, she was rammed by passing vessels on two separate occasions. These collisions worsened her already leaky condition, caused other significant damage, and necessitated extensive repairs before she could once more put to sea.

When this work had been completed, *Antona* was placed in commission on 19 March 1863, but litigation against her for violation of the blockade was not concluded for another year. Then, having been condemned, *in absentia*, by the New York prize court, she was finally purchased by the Navy on 28 March 1864.

Upon commissioning, the steamer began operations on the lower Mississippi as a dispatch vessel, working primarily between New Orleans and Port Hudson, La. This duty was extremely important at this time because Rear Admiral Farragut in *Hartford* had dashed upstream past the Confederate batteries at Port Hudson and was patrolling the river between that Southern stronghold and Vicksburg to support Rear Admiral Porter's joint operations with Major General Grant's troops in the first effort to open the complete Mississippi to Union shipping. The surrender of Vicksburg on Independence Day 1863 and the occu-

pation of Port Hudson five days later completed this task and freed *Antona* for other duty.

Late on the evening of 13 July, *Antona*—commanded by Acting Master Charles T. Chase—departed New Orleans and headed downstream. However, shortly before 4 o'clock the following morning, she collided with *Sciota*, sinking that screw gunboat in 12 feet of water about eight miles upriver from Quarantine. Since *Antona* was unharmed, she was able to resume her voyage on the 15th and, upon reentering the gulf, proceeded in a generally southwesterly direction. On the 16th, she captured *Cecelia D.* and sent that English schooner to New Orleans under a prize crew. Upon her arrival at Galveston, Tex., on the 18th, Chase reported to Commodore Henry H. Bell, who commanded Union blockading forces in the region. Two days later, Bell ordered *Antona* to patrol the coast between Velasco, Tex., and the mouth of the Rio Grande. The steamer reached the latter on the morning of the 24th, and Chase immediately went ashore to mail dispatches for the United States consul at Matamoras, Mexico. While the Union officer was returning to his ship in the Mexican boat *Margarita*, a band of armed men on the Texas shore threatened to open fire on that craft if it did not head for the bank. When *Margarita* reached Texas soil, the men—who proved to be Southern soldiers—arrested Chase and sent him to Brownsville. Acting Master Spiro V. Bennis, *Antona's* executive officer learned of Chase's misfortune from a passing English ship and remained in the vicinity until he had verified the report. *Antona* then headed up the coast and arrived off Galveston on 27 July.

The steamer remained in that vicinity until getting underway again on 4 August and heading back down the coast. On the 6th, *Antona*—then under command of Acting Master Lyman Wells—captured *Betsy* some 16 miles southeast of Corpus Christi, flying English colors and purportedly from Matamoras to New Orleans with a general cargo. Wells sent that schooner to New Orleans under a prize crew for adjudication. *Antona* arrived off the mouth of the Rio Grande on the 8th and reembarked Chase who had been released by Brigadier General Hamilton P. Bee, CSA—who commanded Confederate troops in Texas—because of his having been captured in neutral waters. She sailed for Galveston two days later and reached the blockade station off that port on the 12th suffering from damage to her boilers, machinery, and propeller. Towed to New Orleans by *Bermuda*, she remained there under repair until heading downriver on 16 November to return to the coast of Texas. On the 29th, her new commanding officer, Acting Master Alfred L. B. Zerega reported having captured *Mary Ann* three days before. That Southern schooner of Sabine, Tex., had departed Calcasieu Pass on the 21st and was heading for Tampico, Mexico, with a cargo of cotton. Since the prize was leaking badly, Zerega transferred her cotton to *Bermuda* for delivery to the Federal prize commissioners at New Orleans and then destroyed the schooner before resuming *Antona's* voyage southward.

Antona scored again on Christmas Eve 1863 when she took the British schooner *Exchange* 10 miles east of Velasco, Tex. This ship had departed Veracruz, Mexico, with a widely varied general cargo including a large quantity of liquor and was purportedly heading for New Orleans. Since she was far off course for that port, Zerega seized the schooner, removed her liquor since he "... did not deem it safe to allow it to go in the schooner to New Orleans." After promising to "... send it on for adjudication ..." by "... the first safe opportunity ...," Zerega sent the prize to New Orleans and resumed *Antona's* patrol.

The steamer's operations through the remainder of the Civil War were similar to her earlier services. Her last notable action occurred before dawn on 10 February 1865 when a boat from the steamer joined an expedition led by Lt. Charles E. McKay of *Princess Royal* to destroy the large iron-hulled steamer *Will O' The Wisp* which had run aground off Galveston. After the end of the war *Antona* departed Pensacola on 27 July 1865 and proceeded North. She was decommissioned at New York on 12 August 1865 and sold at auction there to G. W. Quintard on 30 November 1865. Redocumented *Carlotta* on 5 January 1867, the steamer served as a merchantman operating out of New York until destroyed by fire in 1874.

II

(IX-133: dp. 4,343; l. 438'6"; b. 57'0"; dr. 27'4" (f.); s. 10.5 k.; cpl. 61; a. 1 4", 1 3")

The second *Antona* (IX-133)—a tanker built in 1921 at Oakland, Calif., by the Moore Shipbuilding Co. for the Vacuum Oil Co.—carried crude oil and petroleum products commercially for over two decades before being purchased by the Maritime Commission's War Shipping Administration (WSA) in the autumn of 1943. The tanker was immediately slated for naval service and renamed *Antona* on 3 November 1943, but remained in WSA hands during repairs and conversion preparing her for her new role. She was transferred to the Navy under a bare-boat charter on 4 May 1944 at Majuro Atoll in the Marshall Islands and was commissioned that same day, Lt. Comdr. Louis M. Fabian, USNR, in command.

Assigned to Service Squadron (ServRon) 10, *Antona* remained at Majuro as a station tanker until 21 June. On that day, she headed for Eniwetok Atoll where she served as station tanker until early October. On 5 October, the ship put to sea to move forward to the fleet anchorage at Ulithi in the Caroline Islands. She remained at Ulithi until getting underway on 13 February 1945 and proceeding to the Palaus. She fueled ships at Kossol Passage, sailing—via Peleliu—back to Ulithi early in June. She departed Ulithi on 10 July, bound for Okinawa, and spent the remainder of the war as a station tanker at that island. She departed Okinawa in December and arrived at Subic Bay in the Philippines on 21 December.

Antona remained at Subic Bay until 3 March 1946 at which time she set sail for the United States. She arrived at San Francisco on 15 April 1946 and was decommissioned there on 3 May 1946. That same day, she was returned to WSA and laid up with the National Defense Reserve Fleet at Suisun Bay, Calif. Her name was struck from the Navy list on 21 May 1946. Carrying her original name, *Birkenhead*, she remained in custody of the Maritime Commission until scrapped in 1957.

Antrim

A lakeshore county in northwestern Michigan, organized in 1863; Bellaire is its county seat.

Richard Nott Antrim—born in Peru, Indiana, on 17 December 1907—entered the Naval Academy in 1927 and graduated on 4 June 1931. He served briefly in the 11th Naval District before reporting to *New York* (BB-34) as fire control officer. Detached from that battleship in April 1932, he received flight instruction at the Naval Air Station (NAS), Pensacola, Fla., before serving consecutive tours of sea duty in *Salinas* (AO-9), *Nitro* (AE-2), and *Trenton* (CL-11).

Subsequently ordered to the Bethlehem Steel Corp., Quincy, Mass., Antrim assisted in fitting out *Portland* (CA-33) and, after her commissioning, served as a division officer in that heavy cruiser until the spring of 1936. After that time, he became assistant first lieutenant in *Crowninshield* (DD-134) before undergoing instruction in lighter-than-air (LTA) flight at NAS Lakehurst, N.J. Antrim subsequently received his naval aviator (LTA) designation, qualified for duty as an airship, kite, or free-balloon pilot. In the spring of 1938, Antrim arrived on the Asiatic Station and served as executive officer of *Bittern* (AM-36) before joining *Pope* (DD-225) in December 1939, as her executive officer. The outbreak of war in the Pacific in December 1941 found Antrim still serving in that capacity.

During her brief wartime career, *Pope* played a significant part in two major engagements fought by the venerable Asiatic Fleet destroyers—the Battle of Makassar Strait and the Battle of Badoeng Strait, as well as in the last act following the Battle of the Java Sea.

In the former, *Pope* delivered close-range attacks that momentarily helped to delay the Japanese landings at Balikpapan. During the action, Lt. Antrim "cooly selected targets for his guns and torpedoes, placing his shots so accurately in the midst of a large Japanese convoy" and thus inflicting damage to several enemy ships. After the Battle of Badoeng Strait, *Pope's* commanding officer, Comdr. Welford C. Blinn, reported that his executive officer was "highly deserving of commendation for the meritorious performance of his several duties before and throughout the action." Citing Antrim as a "ready assistant in navigation, fire control, and torpedo fire," Blinn recommended him not only for a destroyer command but for a "decoration deemed appropriate." Antrim later received a Navy Cross for this service.

The Battle of the Java Sea (27 to 28 February 1942) ended all Allied hope of stemming the Japanese onslaught. In the wake of

that action, the smashed Allied fleet attempted to escape the cordon of Japanese warships rapidly tightening the noose around Java. Among the small groups was one composed of the British heavy cruiser *HMS Exeter*, the destroyer *HMS Encounter*, and *Pope*.

The ships slipped out of Surabaya, Java, on the evening of 28 February, but were spotted the next day by Japanese aircraft. A surface force of cruisers and destroyers located the fleeing trio, and a fierce action ensued, with *Exeter* and *Encounter*, after having put up a stiff fight, going down under a deluge of Japanese shells. *Pope*, however, fought on, managing to make a temporary haven in a passing rain squall.

Unfortunately, the destroyer—one of those Asiatic Fleet flushdeckers "old enough to vote"—could not elude her pursuers. Ultimately, damaged by Japanese bombs, from aircraft summoned from the carrier *Ryūjō*, and by shells from the Japanese force, *Pope* began to sink, but not before all but one of her men had reached safety in life rafts and the destroyer's sole motor whaleboat. Antrim, wounded in the action, helped to gather the life rafts around the boat to facilitate the distribution of what meager supplies were available to the men. His devotion to duty during the ordeal inspired and sustained his shipmates' morale.

For three days and nights, *Pope's* survivors doggedly stuck together as a group until picked up by a Japanese warship and transferred to Japanese Army authorities at Makassar, in the Celebes.

There, Antrim performed an unforgettable act of personal bravery. During the early part of his imprisonment at Makassar in April 1942, he saw a Japanese guard brutally beating a fellow prisoner of war (POW) and boldly intervened, attempting to quiet and reason with the guard, as others, and some 2,000 POW's closed in about the scene.

However, the Japanese ignored Antrim's entreaties and continued beating the prisoner unmercifully. After receiving some 15 blows with a hawser and the kicks of three other guards, the victim was almost insensible. At that instant, Antrim stepped forward. The expressions of the Japanese changed to incredulity as the lieutenant volunteered to take the remainder of the battered man's punishment. This action threw his captors off balance and drew a roar of acclaim from the Allied POW's gathered around. Antrim's stand, while saving the life of the other man, also saved his own and won new respect for the American officers and men. Later, his leadership in serving as a spokesman for his fellow POW's earned them an improvement in camp living conditions. For his conspicuous act of valor at Makassar in the spring of 1942, Antrim later received the Medal of Honor.

Subsequently, when the Japanese forced Antrim to take charge of a labor detail assigned the task of constructing slit trenches for protection during air raids, he carefully rearranged the construction work plans approved by the Japanese and gained their approval of his own ideas. Under the eyes of their captors, the POW's dug the slit trenches all right, but in a curious pattern recognizable from the air as a giant "U.S." which clearly and craftily identified the occupants of the trenches. This audacious action possibly saved hundreds of prisoners of war from mistaken bombings by Allied planes. Antrim carried out the plan in spite of the fact that discovery of his trick would have resulted in instant beheading! For that alteration of construction work, Antrim received a Bronze Star.

Ultimately liberated after the war in the Far East ended in August 1945, Antrim returned to the United States and enjoyed rehabilitation leave before attending the Repatriated POW Refresher Course at the Washington Navy Yard, Washington, D.C., in May 1946. He then brushed up on his pilot training at NAS, Lakehurst, and later completed a course at the Naval War College. The valient officer—who had been listed as missing since the sinking of *Pope* in March 1942—received the Medal of Honor and Bronze Star from President Harry S. Truman in ceremonies at the White House on 30 January 1947.

Later, following a brief stint at the Fleet Sonar School, San Diego, Calif., in June and July 1947, Antrim went to sea in command of the destroyer *Turner* (DD-834). He next underwent further instruction at NAS, Lakehurst, before assuming the duties of Assistant for Lighter-than-Air Planning and Programs, Office of the Chief of Naval Operations (CNO), Washington, D.C., in December 1948.

Following further Washington duty—with the Policy Advisory Staff, Department of State, and the Psychological Strategy Board—Antrim commanded the attack transport *Montrose*

(APA-212) before returning to the capital for a brief tour of duty as Head, Amphibious Warfare Matters Section, Office of the CNO, prior to his retirement on 1 April 1954. He was advanced to rear admiral on the retired list on the basis of his combat awards.

Rear Admiral Antrim died on 7 March 1969 in Mountain Home, Arkansas.

The first *Antrim* (AK-159) is named for the county; the second honors Rear Admiral Antrim.

I

(AK-159: dp. 2,392; l. 338'6"; b. 37'0"; dr. 21'1"; s. 11.5 k.; cpl. 85; a. 1 3", 6 20mm.; cl. *Alamosa*; T. C1-M-V1)

The first *Antrim* (AK-159) was laid down under a Maritime Commission contract (MC hull 2104) on 18 April 1944 at Richmond, Calif., by Kaiser Cargo, Inc.; launched on 17 July 1944; sponsored by Mrs. F. H. Horstman; and, after her delivery to and acceptance by the Navy on 31 October 1944, was commissioned the same day, Lt. Glen Martin, USNR, in command.

After the completion of her fitting out, the cargo ship conducted her shakedown training out of San Pedro, Calif., completing this by 13 December. Subsequently pushing on for Hawaii, she reached Pearl Harbor on New Year's Day, 1945, but got underway again three days later, bound for the Western Pacific. After calling at Eniwetok, Ulithi, and Kossol Roads, *Antrim* reached Leyte on 9 February to unload her cargo.

Operating under the aegis of Service Squadron 9 through the end of the war with Japan, the vessel carried cargo between Manus, in the Admiralty Islands, and Philippine ports. She conducted three such voyages during the periods from 19 March to 27 April; from 30 May to 22 June; and from 6 to 30 August. After supporting the occupation of Japan through the autumn, *Antrim* departed the Western Pacific on 4 January 1946 and proceeded singly to the Canal Zone, reaching Cristobal on 20 February. Ultimately, *Antrim* arrived at Norfolk, Va., on 4 March where she was decommissioned on 3 April.

Delivered to the War Shipping Administration (WSA) three days later, *Antrim's* name was struck from the Navy list on 17 April 1946. Records indicate that the ship briefly operated under the United States flag, with the firm of Dichmann, Wright, and Pugh of San Francisco, Calif., in 1947, before being transferred to Turkish registry the following year. Renamed *Kars* and homeported at Istanbul, Turkey, the erstwhile Navy cargo ship operated under the Turkish flag into the 1980's.

II

(FFG-20: dp. 3,600; l. 445'0"; b. 45'0"; dr. 24'6"; s. 29 k.; cpl. 164; a. 1 mis. ln., Standard missile, Harpoon, 1 76mm., 6 15.5" tt., LAMPS; cl. *Oliver Hazard Perry*)

The second *Antrim* (FFG-20) was laid down on 21 June 1978 at Seattle, Wash., by the Seattle Division of Todd Shipyards Corp.; launched on 27 March 1979; sponsored by Mrs. Richard N. Antrim, the widow of the late Rear Admiral Antrim; and commissioned at Seattle on 26 September 1981, Comdr. William H. Wright, IV, in command.

On 1 October, *Antrim* departed Seattle en route to Mayport, Fla., her home port. She made stops at Mazatlan and Manzanillo before arriving in the Canal Zone on the 25th. The guided-missile frigate transited the Panama Canal on Navy Day, 27 October 1981, and continued on to Mayport where she arrived on 2 November. *Antrim* conducted independent ship's exercises out of Mayport on an intermittent daily basis until 20 November when she set sail for Guantanamo Bay, Cuba. The warship carried out shakedown training in the West Indies until 12 December. After a port visit to Ft. Lauderdale, Fla., she tested and calibrated her sound equipment in the Bahamas before returning to Mayport on the 20th to commence holiday standdown.

The holiday leave and upkeep period ended on 11 January 1982 with her return to sea to conduct combat systems qualifications and trials. With that event, the guided-missile frigate resumed a normal schedule of operations out of Mayport in the local operating area and in the West Indies as well. On 26 April, *Antrim* departed Mayport bound ultimately for Bath, Maine, and post-shakedown availability at the Bath Iron Works. Along the way, she stopped at Yorktown, Va., to unload ordnance and at

Portsmouth, N.H., for a port visit. The warship arrived in Bath on 7 May and commenced a repair period that lasted 16 weeks. She embarked upon the voyage back to Mayport on 27 August, made a series of stops en route, and entered Mayport again on 11 September. *Antrim* stayed in port for almost a month, putting to sea again on 8 October to carry out post-repair refresher training in the vicinity of Guantanamo Bay. The guided-missile frigate completed that mission at the beginning of November, made a brief call at Key West, and then executed advanced ASW drills in the Bahamas. She reentered Mayport on 12 November and remained there through the end of the year.

Antrim ended holiday standdown early in January 1983, returning to sea to begin training on the 4th. At the beginning of February, she sailed north to Norfolk whence she conducted weapons testing and training. On 10 February, while she was engaged in those evolutions, a target drone skipped off the surface and struck *Antrim* causing a fire in the wardroom and in her electronics spaces. The accident killed a civilian instructor embarked in the warship. *Antrim* returned to Mayport and passed the rest of February engaged in repairs. The warship completed her weapons training and testing during March and spent most of April preparing to deploy to the Mediterranean Sea and in the Middle East. On 29 April, the guided-missile frigate stood out of Mayport on her way to the Strait of Gibraltar.

She entered the Mediterranean on 9 May and joined the 6th Fleet. *Antrim* carried out normal 6th Fleet training operations until the second week in June. On 11 June, the warship transited the legendary Straits of the Bosphorus and the Dardanelles and entered the Black Sea. For eight days, she conducted operations in the Black Sea and, during that time, also paid a four-day visit to Constanta, Romania. *Antrim* renegotiated the famous Straits of antiquity again on 19 June and resumed her operational schedule as a unit of the 6th Fleet. On 1 August, the guided-missile frigate passed through the Suez Canal and shaped a course for the Persian Gulf. Following a brief stop at Djibouti on 3 August, she began duty as a radar picket ship on the 4th. Except for a port call at Karachi, Pakistan, from 27 September to 4 October, *Antrim* served in the Persian Gulf for almost three months. She carried out turnover formalities with her relief at Djibouti on 30 October, transited the Suez Canal on 4 November, and laid in a course for Rota, Spain. After stopping at Rota briefly on the 10th, *Antrim* set out across the Atlantic. She arrived in Mayport on 21 November and stood down for the last weeks of the year.

The relative inactivity of the final month of 1983 carried over into and through the first month of 1984. *Antrim* did not put to sea again until the first week in February. On the 3d, the warship got underway for the coast of Central America. After a call at Puerto de Cortez, Honduras, on the 6th and 7th, she transited the Panama Canal on the 10th. For almost seven weeks, *Antrim* conducted operations off the western shores of Central America from the base at Rodman in the Canal Zone. On 28 March, she travelled back through the canal and set her course for Mayport. The guided-missile frigate stood into her home port on 2 April. She passed the bulk of the month engaged in repairs, completing post-repair sea trials on the 26th and 27th. On 28 April, *Antrim* headed north for port visits at Newport, R.I., and Portsmouth, N.H., followed by plane guard duty for *Dwight D. Eisenhower* (CVN-69).

The warship returned to Mayport on 11 May and resumed local operations 10 days later. At the end of June, she headed for Guantanamo Bay whence she carried out refresher training until the end of July. After visiting Charleston at the end of the first week in August, *Antrim* arrived back in Mayport on the 11th. On 20 August, the guided-missile frigate began a two-month restricted availability at Mayport. She wrapped up the repair period with sea trials on 22 and 23 October and a stop at Charleston on the 24th to load ordnance material. Back in Mayport on 26 October, *Antrim* executed training missions in the local operating area until early in December when she began preparations for overseas movement.

Holiday routine interrupted those preparations late in December, but the pace quickened in January 1985 as her February departure date drew near. On 4 February, *Antrim* stood out of Mayport on her way across the Atlantic. She made a short call at Rota, Spain, for fuel on St. Valentine's Day 1985 before passing through the Strait of Gibraltar and into the Mediterranean Sea. The warship made an expeditious transit of the Mediterranean, stopping only at Palma de Mallorca and Augusta Bay, Sicily, before negotiating the Suez Canal on 27 February. Steaming

thence through the Red Sea and around the Arabian Peninsula, *Antrim* passed through the Strait of Hormuz on 9 March and entered the Persian Gulf. While cruising on radar picket station in the Persian Gulf, *Antrim* received a distress call from the Liberian-flag motor vessel, *Caribbean Breeze*, that had suffered an Iranian missile attack to her bridge. The guided-missile frigate and her embarked helicopter detachment—HSL-36, Det. 1—rendered assistance to the stricken vessel. *Antrim* then continued her surveillance patrols of the troubled waters of the Persian Gulf until the end of the third week in April.

At that time, she departed the gulf for a little more than a week to make a port call at Karachi, Pakistan. Back on station in the Persian Gulf at the end of April, *Antrim* responded to another call for help on 2 May after the Iranians attacked another motor vessel, *Nordic Trader*, with missiles. Again, the warship and her helicopter detachment evacuated casualties. Her remaining two months of surveillance patrols in the Persian Gulf provided no further untoward incidents. She turned her responsibilities over to *Klasking* (FFG-42) and *Reid* (FFG-30) on 5 July and shaped a course via Djibouti and the Red Sea to the Suez Canal. Through the canal on the 14th, she made a single stop—at Valencia, Spain—on her voyage across the Mediterranean.

After a short pause at Rota on the 24th for fuel, the warship embarked upon the Atlantic passage that same day. On 5 August, one month to the day after her relief, *Antrim* pulled into Mayport. Post-deployment standdown occupied the remainder of August, but she resumed local operations out of Mayport early in September. During the latter half of November, the warship voyaged to the coast of Colombia, South America, to assist in a multinational operation against drug smugglers. She returned to Mayport at the beginning of December and, following a short period of local operations, settled into holiday routine. As of the beginning of 1987, *Antrim* was at Mayport.

Anzio

Anzio, a port city in central Italy, was the site of an Allied amphibious assault begun on 22 January 1944. The landing met with initial success, but Allied forces were soon pinned down and were not freed until May.

I

(CVE-57: dp. 9,570 (tl.); l. 512'3"; b. 65'2"; ew. 108'1"; dr. 20'; s. 19.3 k.; cpl. 860; a. 1 5", 16 40mm., 20 20mm.; cl. *Casa blanca*; T. S4-S2-BB3)

Auxiliary aircraft carrier ACV-57 was laid down on 12 December 1942 by the Kaiser Shipbuilding Co., Vancouver, Wash., under a Maritime Commission contract (MC hull 1094); named *Alikula Bay* on 22 January 1943; renamed *Coral Sea* on 3 April

1943; launched on 1 May 1943; sponsored by Mrs. Frank J. Fletcher, wife of Vice Admiral Fletcher; redesignated CVE-57 on 15 July 1943; and commissioned at Astoria, Oreg., on 27 August 1943, Capt. Herbert W. Taylor in command.

On 24 September, *Coral Sea* got underway for shakedown in Puget Sound. She arrived at San Diego, Calif., on 8 October to load aircraft and hold flight operations off the California coast. The carrier sailed for Hawaii on 25 October and, upon arrival at Pearl Harbor, joined sister ship *Liscome Bay* (CVE-56) for exercises off Oahu. On 10 November, *Coral Sea* steamed southwest to join the American forces about to invade the Gilbert Islands. She launched strikes on Makin Island from 20 through 28 November. When Tarawa had been captured, *Coral Sea* headed for Pearl Harbor and arrived there on 5 December. She paused to embark passengers and load aircraft for transport to the United States and departed on 8 December. The carrier arrived at Alameda, Calif., on 14 December to take on new planes. She put to sea on 22 December and steamed back to Hawaii. On 28 December, *Coral Sea* anchored at Pearl Harbor and began preparations for the impending assault on Kwajalein.

The escort carrier was underway on 3 January 1944 for a series of exercises in Hawaiian waters. After final fitting out, she sailed on 22 January in Task Group (TG) 52.9 and arrived in the vicinity of Kwajalein on 31 January, two days after planes of the Fast Carrier Task Force began pounding airfields on the atoll. *Coral Sea* provided direct and indirect air support for the amphibious landings. On 24 February, the ship set course for Eniwetok, but was recalled to Hawaii and arrived at Pearl Harbor on 3 March.

After a brief respite, *Coral Sea* got underway again on 11 March and proceeded to the Solomon Islands. She anchored at Tulagi on 21 March, topped off with fuel, and loaded stores. Sailing again on 30 March, the escort carrier headed for Emirau Island. From 1 to 11 April, she launched planes in support of forces occupying Emirau and returned to Port Purvis on 15 April.

The next day, *Coral Sea* left Tulagi to assist in the reconquest of New Guinea. On the 19th, she joined TG 78.2, which was formed to support Allied footholds at Hollandia and Aitape. Her planes joined in strikes on the 22d of April; and, on 26 April, the escort carrier sailed to Seeadler Harbor for replenishment and, on 7 May, headed for Espiritu Santo for availability.

Her repair period completed, the ship got underway on 8 June for Kwajalein, the staging point for the invasion of the Marianas. The American forces sortied on 10 June, and *Coral Sea* helped to provide air support for landings by the 2d Marine Division on Saipan. She endured numerous Japanese air attacks during the next few days but received only minor damage. The carrier had moved south to Guam on 17 June to begin softening-up operations against that island but returned to Saipan the next day to assist the bogged-down American forces. *Coral Sea* and her escorts retired to Eniwetok on 28 June but returned to Saipan on 4 July. Her planes made further air strikes before she put into



Anzio (CVE-57), the first American carrier to visit that port, lies in the Whangpoo River, at Shanghai, China, 1 December 1945, as part of Operation "Magic Carpet." (80-G-357488)

Eniwetok on 15 July for repairs to her engines. Ultimately, *Coral Sea* was ordered back to the United States for a much needed overhaul, and the carrier sailed on 23 July. Two days later, she paused at Kwajalein to unload most of her aircraft and ammunition and then continued via Pearl Harbor for the naval base at San Diego. *Coral Sea* arrived in California on 9 August and entered drydock at San Diego on 31 August. While she was still undergoing overhaul, *Coral Sea* received word that her name was being changed to *Anzio* as of 15 September.

Anzio held sea trials off the California coast and was ready to sail for the western Pacific on 16 September. She reached Hawaii on 23 September and entered the Pearl Harbor Navy Yard for a tender availability. On 8 October, the carrier began a series of training exercises; and, on the 16th, she set out for Eniwetok. There, *Anzio* joined a hunter/killer group and carried out an antisubmarine warfare (ASW) mission while she was en route to Ulithi. On 4 November, she was ordered to assist *Reno* (CL-96) which had been torpedoed in the Philippine Sea. When *Anzio* was relieved by *Extractor* (ARS-15), she resumed her ASW patrols and worked at that task through mid-February 1945, when she steamed to Iwo Jima.

Anzio resumed combat support operations on 16 February. Three days later, she launched a strike to the north on Chichi Jima in the Bonin Islands. From 19 February through 4 March, *Anzio* followed a schedule of launching her first flight just before sunset and recovering her last just after dawn. During these nocturnal operations, she completed 106 sorties without a single accident. *Anzio* departed the Iwo Jima area on 8 March and entered San Pedro Bay at Leyte on 12 March. After 10 days of upkeep, she sailed to join the invasion of Okinawa. After providing air cover for an Okinawa-bound amphibious group, the escort carrier joined other forces in the vicinity of Kerama Retto in seizing that island group to provide an advanced base for the Fleet. The Okinawa attack began on 1 April, and *Anzio* remained on line until she retired to Ulithi on 30 April for repairs to her rudder bearings. On 21 May, the carrier resumed ASW operations in the Okinawa area. This role ended on 17 June, when *Anzio* sailed to San Pedro Bay, Leyte, for upkeep.

Anzio left the Philippines on 6 July to begin what proved to be her last stint of combat duty. She joined TG 30.8 and positioned herself about 600 miles east of Tokyo. *Anzio* made ASW patrols in support of Admiral Halsey's attacks on the Japanese home islands. She received word of the Japanese capitulation on 15 August and sailed for Guam on 19 August. After refitting and training new flight crews, the escort carrier headed for Okinawa. From that point, she was to provide air cover and ASW patrol services for transports carrying occupation troops to Korea. On 8 September, *Anzio* anchored at Jinsen, Korea, whence she provided air support for the landings of the occupation force. The escort carrier left Korea on 13 September and returned to Okinawa. On 19 September, she broke her homeward-bound pennant, became a member of a "Magic-Carpet" group, and reached San Francisco on 30 September.

While at San Francisco, *Anzio* was modified to provide maximum passenger accommodations. The carrier made two trips to the western Pacific and back, one to Pearl Harbor and one to Shanghai, China, to shuttle American troops home. *Anzio* arrived at Seattle, Wash., on 23 December and ended the year at that port.

On 18 January 1946, *Anzio* sailed for Norfolk, Va. She paused at San Francisco then continued southward to transit the Panama Canal before finally reaching the east coast. *Anzio* was placed out of commission on 5 August 1946 and became a unit of the Atlantic Reserve Fleet berthed at Norfolk. The ship was redesignated CVHE-57 on 15 June 1955. *Anzio* was struck from the Navy list on 1 March 1959 and sold to the Master Metals Co. on 24 November 1959.

Anzio received six battle stars for service in World War II.

II

(CG-68; dp. 9,200 (f.); l. 568.3'; b. 55'; dr. 31'; s. 30+ k.; cpl. 346; a. 2 5", Standard missile, ASROC, Harpoon, 6 21" tt., Tomahawk, Phalanx; cl. *Ticonderoga*)

Anzio (CG-68) was laid down on 21 August 1989 at Pascagoula, Miss., by the Ingalls Shipbuilding Division of Litton Industries; launched on 10 November 1990; and sponsored by Mrs. Doris Baggett. She was scheduled for completion late in 1991 and commissioning in February 1992.

Apache

An American Indian tribe that inhabited the southwestern portion of the United States.

I

(Tug; dp. 650; lbp. 141'6"; b. 29'0"; dr. 10'0"; s. 10.0 k.; cpl. 10 (1918); a. 2 1-pdrs., 1 mg. (1918))

J. D. Jones—a tug built in 1889 at Tottenville, N.Y., by A.C. Brown—was purchased by the Navy from the Merritt & Chapman Wrecking Co. on 24 May 1898; renamed *Apache*; and commissioned on 11 June 1898, Lt. Edwin Geer in command.

During the Spanish-American War, *Apache* was assigned to the Norfolk Navy Yard. On 26 July, however, the tug departed Hampton Roads for Key West, Fla. She arrived at her destination on 4 August and served there for about two weeks. Between the 17th and the 22d, the ship made the voyage back to Hampton Roads. Service there and at Norfolk occupied her time until 24 September 1898 at which time she was decommissioned. In 1900, *Apache* was moved north to New York where she was refitted for service at the ordnance magazine at Iona Island on the western side of the Hudson River about five miles south of West Point. For the next 20 years, the tug divided her time between the New York Navy Yard and the Iona Island facility. On 11 April 1918, she was renamed *Aspinet*. By 1920, the ship was operating at Charleston, S.C., as a district craft. On 17 July 1920, when the Navy adopted the alphanumeric system of hull designations she became *YF-176*. The freight lighter continued to serve at Charleston until sold on 29 September 1925.

II

(Coast Guard Cutter; dp. 708; l. 185'3"; b. 29'0"; dr. 9'3" (mean); s. 12 k.; cpl. 58; a. 3 3", 2 mg., 1 Y-gun (1918))

The second *Apache*—a cutter built in 1891 at Baltimore, Md., by Reeder & Sons—was commissioned in the Revenue Cutter Service as *Galveston* on 22 August 1891.

After temporary duty at Wilmington, N.C., *Galveston* moved on to her permanent assignment along the gulf coast in October. During the Spanish-American War, the revenue cutter was not transferred to the Navy; but instead was ordered to New Orleans to cooperate with the military authorities there in the defense of the city. After hostilities ended in the summer of 1898, the cutter resumed her former duties enforcing customs laws and providing assistance to ships in distress and to victims of natural disasters such as the hurricane and high tide that struck Galveston, Tex., between 27 August and 8 September 1900. *Galveston* operated in the Gulf of Mexico until the summer of 1906. During that time, on 30 December 1900, her name was changed to *Apache*.

In July 1906, the cutter was reassigned to the Chesapeake Bay area. Steaming via Key West, Fla., *Apache* arrived in Baltimore on 21 July 1906 and spent the rest of her government service operating in the Chesapeake water system. When the United States entered World War I, the Coast Guard—established in 1916 with the amalgamation of the Revenue Cutter Service and the Lifesaving Service—was transferred to Navy jurisdiction; and *Apache* was assigned to the 5th Naval District. She continued to patrol the waters of Chesapeake Bay through the end of the war. Jurisdiction over the Coast Guard was returned to the Treasury Department on 28 August 1919. The cutter remained active with the Coast Guard until some time in the mid-1930s.

III

(MB; dp. 12; l. 62'4"; b. 10'11"; dr. 2'6" (mean); s. 21 k.; cpl. 8; a. 1 1-pdr.)

The third *Apache*—a wooden-hulled cabin motorboat built by the noted Herreshoff Manufacturing Co., Inc. of Bristol, R.I.—was acquired by the Navy on 23 May 1917 from Bostonian Robert F. Herrick whilst apparently still under construction, since records indicate that she was not due to be completed until 12 June.

Commissioned on 7 July 1917, *Apache*—designated SP-729—

served as a despatch and local patrol boat at Boston, operating under the aegis of the 1st Naval District through early October 1918. Due to the urgent need for such craft at Brest, France, at that time, orders apparently went forth from Washington to Boston, directing the Commandant of the 1st Naval District to ready six "SP-boats"—*Commodore* (SP-1425), *Cossack* (SP-695), *War Bug* (SP-1795), *Sea Hawk* (SP-2365), *Kangaroo* (SP-1284), and *SP-729* (ex-*Apache*)—to be shipped to France as deck cargo, amply provided with spare parts. The order, dated 14 October 1918, revealed that *Apache* had in fact lost her "name" by that time and was known simply by her alphanumeric number, *SP-729*.

Nothing further on this proposed movement appears in the records, however, probably because of the armistice of 11 November 1918 that ended hostilities and eliminated the need for patrol craft. However, *SP-729* did head south via the inland waterway that December, bound for Florida to take up station briefly at the Pensacola Naval Air Station, probably for duty as a crash boat.

Decommissioned at Key West, Fla., and struck from the Navy list on 17 May 1919, *SP-729* was turned over to the Coast Guard on 22 November 1919. A little less than a month later, she was named *Arrow*, on 16 December, but was apparently not commissioned for service until 25 August 1921, at Key West. Soon thereafter, the cutter *Tallapoosa* towed *Arrow* to Tampa. While *Arrow* was serving at Tampa, she was reclassified as the unnamed harbor launch, *AB-2*, on 6 November 1923. The boat was later found unfit for further Coast Guard service and transferred to the Shipping Board on 18 March 1925 for ultimate disposition.

IV

(AT-67: dp. 1,675; l. 205'; b. 38'6"; dr. 15'4"; s. 16.5 k.; cpl. 85; a. 1 3", 2 .50-cal. mg.)

The fourth *Apache* (AT-67) was laid down on 8 November 1941 by the Charleston Shipbuilding & Drydock Co., Charleston, S.C.; launched on 8 May 1942; sponsored by Mrs. G. E. Baker; and commissioned on 12 December 1942, Lt. (jg.) Clyde S. Horner in command.

The tug spent the next six weeks training out of Portsmouth, Va., and Key West, Fla. In February 1943, she departed Norfolk, Va., bound for San Diego, Calif., where she spent two months engaged in towing operations before sailing on 8 May for New Caledonia. *Apache* reached Noumea in mid-June and worked from that base through mid-October, towing and salvaging vessels at Noumea, Funafuti, and Espiritu Santo.

On 26 October, *Apache* sailed as part of Task Force (TF) 31 for the invasion of Bougainville in the Solomons. The landings began on 1 November, and *Apache* assisted grounded vessels to withdraw from the beaches. Between December 1943 and March 1944, the tug operated throughout the Solomon Islands area. On 17 March, *Apache* joined Task Group (TG) 31.2 for an assault on Emirau Island in the Bismarcks and, after completing that assignment, returned to Guadalcanal on 4 April. On 15 May 1944, she was reclassified a fleet ocean tug and redesignated ATF-67.

Apache joined TG 53.1 on 4 June to assist in the invasion of Saipan. The force reached the staging area near Kwajalein on the 8th and sailed for the Marianas on 12 June. The invasion of Guam was postponed due to the Battle of the Philippine Sea, and TG 53.1 returned to Eniwetok on 28 June. In mid-July, *Apache* headed back to the Marianas and took part in the preinvasion bombardment of Guam and, after the landings, helped to clear amphibious vessels from the beach. On the 21st, the tug screened the transport area off Guam.

The ship left Guam on 3 August and served in the Tulagi area for two weeks before beginning a tender availability at Noumea



Apache (ATF-67) underway off the coast of southern California, 31 August 1964, in a view taken by Photographer 2d Class Lindberg.

on 20 August. She operated out of that base through late September and sailed for Auckland, New Zealand, on 23 October. After a brief rest and recreation period, *Apache* returned to Noumea on 8 November and operated there for more than a month. On 12 December, she got underway for Hollandia, New Guinea. After two days in port there, the tug sailed for Leyte, Philippines, and operated there through the end of the year.

Apache rendezvoused with TG 77.6 on 2 January 1945 to take part in the invasion of Luzon; and, for the next few days, she worked under frequent enemy air attacks. On 5 January, the tug was attacked by numerous Japanese planes and claimed to have shot down four. One of the planes crashed into *Apache's* radar mast and exploded off her port bow. Three of her crewmen were wounded, and the ship herself sustained minor material damage, but remained in operation with the task group. On 13 January, the tug steamed to the aid of *Salamaua* (CVE-96) and shepherded that kamikaze-damaged escort carrier to Leyte. From there, *Apache* proceeded to Seadler Harbor for repairs.

The tug got underway once again on 24 February, bound for Ulithi and, for the next two months, operated from that atoll. On 7 May, *Apache* took two ships in tow and returned to Leyte. On the 21st, she pushed on toward the Admiralties and sailed from Manus on 24 May, bound for Hawaii. *Apache* reached Pearl Harbor on 16 June and, the next day, sailed independently for the west coast of the United States. Upon her arrival at San Francisco, the tug proceeded to the United Engineering Co., Alameda, Calif., for repairs. *Apache* began refresher training at San Pedro, Calif., on 13 August. Two days later, Japan capitulated.

In September, the tug reported to San Diego for duty. During the next 14 months, *Apache* operated along the west coast. On 3 December 1946, she was placed out of commission, in reserve, with the Columbia River group of the Pacific Reserve Fleet.

Due to the need to expand the Fleet caused by the outbreak of the Korean War, *Apache* was recommissioned on 20 July 1951. Following a few months of operations on the west coast, she was ordered to the Far East and arrived in Sasebo, Japan, in early December 1951. On the 17th, the tug sailed to Wonsan, Korea, where she relieved *Yuma* (ATF-94) as the area salvage and rescue vessel. *Apache* also laid buoys in the harbors of Wonsan and Hungnam before returning to Sasebo on 4 January 1952.

The tug's next mission began on 18 January, when she took station as a patrol ship off Cho Do and Sok To. *Apache* returned to Yokosuka, Japan, on 19 February for upkeep but was back in Wonsan harbor on 20 March. She took part in several shore-bombardment missions besides serving as a salvage and rescue vessel. On 12 April, the tug put in at Sasebo for a brief availability. During the next four weeks, *Apache* made several salvage runs to Cheju Do, Korea, before arriving at Sasebo on 12 May for availability.

Apache returned to action at Wonsan on 16 June and served there until returning to Sasebo on the 28th. She departed Japan on 2 July and headed for Pearl Harbor. But for a tow to Kwajalein and one to Midway, the tug remained in Hawaiian waters for the next nine months. She sailed for Seattle, Wash., on 4 May 1953, picked up a tow, and proceeded to San Diego. The tug worked along the California coast until mid-July, when she headed for the western Pacific. She served there through the end of 1954, performing various missions at Guam, Kwajalein, Eniwetok, Bikini, and the Philippines.

In January 1955, *Apache* returned to the west coast, reaching San Francisco on the 14th. However, she got underway for the Far East on 17 March, reached Yokosuka on 21 May, and began operations with Naval Forces, Far East. Although the tug's home port was changed to San Diego in January 1956, she remained in the western Pacific (WestPac) through the end of the decade, serving as a tow ship and occasionally taking part in search and rescue missions.

Early in 1960, *Apache* returned to San Diego for a six-month overhaul. Then, in December, after several months of service at San Diego, she headed back toward WestPac. She paused in Pearl Harbor and Guam before reaching Sasebo in February 1961. Shortly thereafter, the tug shifted to Subic Bay, Philippines, and operated from that base into April, when she sailed for Kwajalein and Pearl Harbor. On 11 May, the ship left Hawaii and proceeded to San Diego. Through the rest of 1961 and early 1962, *Apache* once again conducted coastal towing operations.

On 7 May 1962, *Apache* entered the Campbell Machine Co. shipyard at San Diego for overhaul and remained there until 18

July, when she commenced refresher training. In early September, *Apache* sailed for the Far East. During the tour, she served in the Philippines, Okinawa, Hong Kong, and Japan before departing Sasebo on 6 January 1963 and setting a course for Pearl Harbor. She proceeded from there to San Diego and spent the next few months in post-deployment standdown and local operations.

Apache continued her pattern of west coast operations and WestPac deployments during 1964 and 1965. Late in 1965, she made her first WestPac cruise involving Vietnam service which began with the 7th Fleet operations on Yankee Station off the Vietnamese coast. In early February 1966, the tug escorted *Brinkley Bass* (DD-887) to Subic Bay following that destroyer's collision with *Waddell* (DDG-24) in the South China Sea. After brief service back at Danang, Vietnam, *Apache* proceeded to Hong Kong and Kaohsiung, Taiwan, for rest and recreation. She next carried out one more tow from Subic to Danang before leaving Vietnam on 4 March and heading home. The tug stopped en route at Pearl Harbor before reaching San Diego on 1 April.

Apache operated along the California coast through the rest of 1966 and the first eight months of 1967. In September 1967, she was reassigned to Submarine Flotilla 1 to support the operations of *Trieste II*. *Apache's* new role involved towing the bathyscaph whenever required. On 23 October, the tug began a series of tests and trials off San Clemente Island in conjunction with *Trieste II*.

The first two months of 1968 were devoted to providing services for Fleet Training Group, San Diego. In early March, *Apache* resumed her duties with *Trieste II*. On 3 February 1969, the two vessels got underway from San Diego, bound for the Atlantic to investigate the loss of *Scorpion* (SSN-589). They reached the Azores on 21 May and, from 2 June until 2 August, the tug maintained station near *Trieste II* while the bathyscaph investigated the remains of *Scorpion*.

On 7 August, the tug and the deep submersible began their long voyage back to San Diego and reached home port on 7 October. Upon her return, *Apache* began preparations for an extensive overhaul; and she entered the yards at San Diego on 15 December.

After this work was completed in mid-April 1970, *Apache* held refresher training until late June and then carried out local operations through 25 September. On that day, the tug sailed for Panama to escort *Dolphin* (AGSS-555) back to San Diego. In January 1971, *Apache* resumed operations with *Trieste II*. The tug left San Diego on 5 October for a series of special operations in the Pearl Harbor area which continued until early May 1972. On the 23d, *Apache* arrived back at San Diego.

Apache got underway once again in June and alternated salvage operations with towing services for *Trieste II*. She continued this routine through March 1973 when she began a repair period at San Diego. Several material casualties prolonged the work, and the vessel did not leave the yard until 21 May. On that day, *Apache* sailed with *Trieste II* for waters off the coast of San Francisco to take part in Operation "Teleprobe." However, bad weather postponed the operation; and *Apache* sustained further damage which forced her to return to San Diego on 23 June for three weeks of repair work.

The tug arrived back in San Francisco on 18 July and, two days later, got underway for Hawaiian waters to resume Operation "Teleprobe." The operation was successfully completed on 30 July, and *Apache* arrived back in home port on 8 August for more local operations. She made her last tow as an active ship on 31 January 1974, when she delivered *Sterett* (DLG-31) to Long Beach, Calif. On 27 February 1974, the veteran tug was decommissioned, and her name was struck from the Navy list.

Apache won six battle stars and the Navy Unit Commendation for her World War II service, two battle stars for Korean service and two battle stars, the Navy Unit Commendation, and the Meritorious Unit Commendation for Vietnam service.

V

(ATF-172: dp. 2,000 (f.); l. 218'; b. 42'; dr. 15'; s. 15 k.; cpl. 21; cl. *Powhatan*)

The fifth *Apache* (ATF-172) was laid down on 22 March 1979 at Marinette, Wis., by the Marinette Marine Corp.; launched on 28 March 1981; sponsored by Mrs. John R. Young; and delivered to the Military Sealift Command (MSC) on 23 July 1981. Manned by

a civil service crew, the fleet tug then began service with the MSC in the Atlantic. Among her early assignments was a mission in September 1982 towing *Iowa* (BB-61) from the Philadelphia Naval Shipyard to Westwego, La., where the battleship began modernization work preparatory to her return to active service. As of the spring of 1987, *Apache* continued to serve with MSC in the Atlantic.

Apalachicola

A name given to numerous Indian settlements in the southeastern United States. The word was used frequently by the French and Spanish during the 18th century to refer to the Lower Creek Indians settled on the Chattahoochee River in what is now Alabama. It may mean "people on the other side."

(YTB-767: dp. 356 (f.); l. 109'; b. 31'; dr. 14'; s. 12 k. (tl.); cpl. 12; cl. *Natick*)

Apalachicola (YTB-767) was laid down in May 1963 at Mobile, Ala., by Mobile Ship Repair, Inc.; launched on 26 October 1963; and completed in April 1964.

Placed in service early in 1965, the large harbor tug was assigned duty in the 13th Naval District. Since that time, *Apalachicola* has provided towing and other harbor services to ships in the Seattle area. As of the beginning of 1987, she was still in active service in the 13th Naval District.

Apaum, West, see West Apaum

Apex

(AM-142: dp. 650; l. 184'6"; b. 33'0"; dr. 9'9"; s. 14.8 k.; cpl. 104; a. 1 3", 4 40mm.; cl. *Admirable*)

Apex (AM-142) was laid down on 8 June 1942 at Tampa, Fla., by the Tampa Shipbuilding Co.; launched on 7 December 1942; sponsored by Mrs. J. L. Chancey; and completed on 17 August 1943. Transferred to the Government of the Union of Soviet Socialist Republics that same day, she served the Soviet Navy as *T-115*. The Soviets have retained her since that time. She was carried on the American Navy list—as MSF-142 after 7 February 1955—until 1 January 1983 when her name was struck from the Navy list.

Aphrodite

The goddess of love and fertility in Greek mythology.

(Yacht: dp. 1,500; l. 302'; b. 35.6'; dr. 17' (aft) (approx.); s. 15 k.; cpl. 68; a. 4 3", 2 mg.)

Aphrodite (SP-135)—a yacht constructed in 1899 at Bath, Maine, by the Bath Iron Works—was acquired by the Navy from Col. O. H. Payne, of New York City, on 11 May 1917; and she was commissioned at New York on 5 June 1917, Lt. Comdr. Ralph P. Craft in command.

Nine days after her commissioning, the converted yacht set out for Europe in the escort of the first convoy carrying the American Expeditionary Force to the battlefields in France. She arrived at St. Nazaire on 27 June and began patrols of the Bay of Biscay. Her duty consisted of escorting coastwise convoys and meeting in-bound convoys from America and seeing them safely into Brest, Verdon, or St. Nazaire. On 16 February 1918, she was reassigned to the base located at Rochefort, whence she served as an offshore escort until March. On 28 March 1918, she was assigned to Division 7, Squadron 3, Patrol Force, based at Verdon. She served as a convoy escort on the French coast for the remainder of the war.

After the armistice of 11 November 1918 ended hostilities, she served as a station ship at the British ports of Harwich and



Aphrodite (SP-135), as seen from another converted yacht, steams astern while escorting a convoy, circa 1917–1918. Note depth charges lashed to the gunwale of the ship in the foreground. (NH 57627)

Portland and, later, at Hamburg, Germany. *Aphrodite* returned to the United States at New York on 29 June 1919. She was placed out of commission at the Fleet Supply Base, Brooklyn, N.Y., on 12 July and returned to her owner that same day.

Apogon

A group of large-headed salt water fishes with oblong compressed bodies found in tropical or subtropical waters. The majority of these fishes are marine and live among reefs in shallow water. One subgroup, cardinal fish, range from two to eight inches in length and are characterized by two dorsal fins, a large mouth, large eyes, and large scales.

(SS-308: dp. 1,525 (surf.), 2,415 (subm.); l. 311'8"; b. 27'3"; dr. 15'3"; s. 20.25 k. (surf.), 8.75 k. (subm.); cpl. 80; a. 10 21" tt., 1 5", 1 40mm.; cl. *Balao*)

Apogon (SS-308) was laid down on 9 December 1942, by the Portsmouth (N.H.) Navy Yard; launched on 10 March 1943; sponsored by Mrs. Thomas Withers, the wife of Admiral Withers; and commissioned on 16 July 1943, Lt. Comdr. W. P. Schoeni in command.

The submarine held shakedown in the waters off the New England coast and departed New London on 13 September, bound for Hawaii. *Apogon* transited the Panama Canal on 25 September and reported for duty on that date to the Commander in Chief, Pacific Fleet. She reached Pearl Harbor on 11 October and commenced three weeks of training. After loading fuel and provisions, *Apogon* got underway on 3 November for her first war patrol.

Apogon's patrol area comprised the waters within a 60-mile radius of Moen Island and those along the shipping lanes between Truk and Kwajalein. The submarine was acting in support of Operation "Galvanic," the seizure of the Gilbert Islands. After a brief stop at Johnston Island on 5 November to top off her fuel tanks, *Apogon* continued on to her assigned area. During this patrol, she sighted four contacts deemed worthy of torpedo expenditure and actually attacked three. The only major damage she inflicted occurred on 4 December, when the submarine sank

a 2,962-ton Japanese auxiliary, *Daido Maru*, a former gunboat. On 18 December, she ended her patrol and moored at Midway.

Following a refit there, *Apogon* proceeded to Pearl Harbor on 26 December for further repairs and training. She left Hawaii on 15 January 1944 for her second patrol, this time in waters surrounding the Marianas. On 1 February, *Apogon* made the only attack of the patrol. She sighted a six-ship convoy and, soon thereafter, opened fire. The crew heard an explosion and saw their torpedoed target burst into flames. Ten minutes later, the lookout saw about 50 feet of the Japanese ship's stern sticking out of the water, and this soon disappeared. *Apogon* then attacked another Japanese auxiliary. Although *Apogon* claimed to have sunk both ships, she was not officially credited with having destroyed either. *Apogon* ended her patrol after 50 days and returned to Pearl Harbor on 9 March.

Apogon moored beside *Bushnell* (AS-15) on 10 March to commence refit. The submarine was drydocked at the Pearl Harbor Navy Yard from 15 to 19 March for the installation of two new propellers. After additional training exercises, she got underway on 2 April. She paused at Johnston Island on 4 April to refuel and, later that day, resumed her voyage toward waters south of the Japanese home islands. However, when a crewman was preparing to clean a 20-millimeter machine gun the next day, a live cartridge accidentally left in the chamber discharged and ricocheted into the man's leg. *Apogon* immediately returned to Johnston Island to transfer the wounded man to the dispensary. The submarine again got underway on 6 April and conducted her entire patrol without encountering any enemy shipping. She finally arrived at Majuro on 22 May.

Refitting began on 23 May, and the submarine got underway on 8 June for trials. *Apogon* began her fourth patrol, which was in the area between Formosa and the Philippines, in company with *Guardfish* (SS-217), *Thresher* (SS-200), and *Piranha* (SS-389). On 12 July, *Apogon* and her consorts spotted a nine-ship Japanese convoy sailing with approximately six escorts. The submarines immediately began preparing an attack. The leading Japanese ship of the center column of the formation apparently sighted the wake of *Apogon's* periscope and turned back to ram the submarine. As *Apogon* was turning to port to bring her stern tubes to bear, she was struck on the starboard side by the freighter. About eight feet of the main periscope and periscope



Apogon (SS-308) undergoes comprehensive remote control tests prior to her role in Operation "Crossroads," June 1946; *Widgeon* (ARS-1) stands by in the background. (80-G-702799)

shears were torn off, and the radar masts were bent and put out of commission. As a result, *Apogon* prematurely ended her patrol to return for repairs. She arrived at Midway on 22 July, where crews installed additional bracing on the periscope shears before the submarine proceeded on to Pearl Harbor.

Having reached Pearl Harbor on 26 July, *Apogon* was dry-docked. Both tail shafts were replaced and realigned, and the periscope, periscope shears, and the radar masts were replaced. The three main engines were also overhauled. On 12 September, *Apogon* was underway on yet another wartime patrol. She headed for the Kuril Islands area. The submarine claimed to have sunk a Japanese patrol craft on 23 September, but this kill was not confirmed. Four days later, her luck improved for she sank a 2,000-ton cargo ship, *Hachirogata Maru*. Following this sinking, she rescued two Japanese survivors. The next month proved fruitless, and *Apogon* arrived at Midway on 28 October, ending her fifth patrol.

After a month of refit, *Apogon* commenced her sixth patrol on 20 November, again sailing for the Kuril Islands. The only action of this patrol was an attack on a tanker, which the submarine hit and damaged with a torpedo. On 5 January 1945, *Apogon* arrived in Pearl Harbor for a brief stay before getting underway on 7 January for the Mare Island Navy Yard, Vallejo, Calif., to undergo a major overhaul.

Apogon returned to action on 28 May. Her patrol station was the Kuril Islands-Sea of Okhotsk area. She attacked a convoy of four Japanese ships and escort vessels on 18 June and sank one 2,614-ton transport, *Hakuai Maru*. On 2 July, *Apogon* severely damaged a small submarine chaser. The patrol ended on 14 July at Midway.

Apogon began her eighth and final patrol on 7 August. She was assigned to the Marcus Island area. She made no attacks during this patrol because the Japanese capitulated on 15 August. *Apogon* returned to Pearl Harbor on 2 September and then continued on to San Diego, where she arrived on 11 September. *Apogon* was placed in reserve there on 1 October. In January 1946, the submarine sailed for Pearl Harbor where she was to undergo preliminary work and tests in preparation to be used as a target in atomic bomb testing. Following completion of this refitting, *Apogon* arrived at Bikini Atoll on 31 May. She was sunk at Bikini during atomic bomb test "Baker," on 1 July 1946. Her name was struck from the Navy list on 25 February 1947.

Apogon received six battle stars for her World War II service.

Apohola

An Indian clan of the Timucuan family. The Apohola, who inhabited a large portion of Florida, were prohibited from marrying members of their own clan.

(YTB-502: dp. 260; l. 100'0"; b. 25'0"; dr. 9'7" (f.); s. 12 k.; cl. *Sassaba*)

Apohola (YTB-502) was laid down on 20 April 1945 at Stamford, Conn., by the Luders Marine Construction Co.; launched on 8 September 1945; delivered to the Navy on 3 January 1946; and placed in service at San Diego.

By the beginning of 1947, she had moved to the east coast. Based at Norfolk, Va., *Apohola* spent the next 29 years plying the waters of the 5th Naval District. In March 1966, she was reclassified a medium harbor tug and was redesignated YTM-768. She served actively until February 1976. At that time, the tug was placed out of service and was turned over to the Maritime Administration (MARAD) for berthing with the James River (Va.) Group of the National Defense Reserve Fleet. Though in MARAD custody, she remained Navy property, and her name continued to appear on the Navy list. As of mid-1987, that status had not changed.

Apollo

The Greek god of youth, manly beauty, music, and song. He was also the god of prophecy whose oracle was located at Delphi.

(AS-25: dp. 16,500; l. 492'; b. 69'6"; dr. 27'; s. 18.4 k.; cpl. 1,460; a. 1 5", 4 3", 4 40mm., 20 20mm.; cl. *Aegir*; T. C3-S-A2)

Apollo (AS-25) was laid down under a Maritime Commission contract (MC hull 860) on 24 June 1943 at Pascagoula, Miss., by the Ingalls Shipbuilding Corp.; launched on 6 November 1943; sponsored by Mrs. James B. Hill; and acquired by the Navy and simultaneously placed in commission on 31 December 1943, Comdr. Charles D. Schutz in command.

The vessel proceeded to the Atlantic Basin Iron Works, Brooklyn, N.Y., and was decommissioned there on 14 January 1944 to undergo conversion for naval service as a submarine tender. *Apollo* was recommissioned on 29 September 1944, Capt. John H. McCutchen in command. After loading stores, the new submarine tender got underway for shakedown in the waters off New London, Conn., and in Block Island Sound. She then took on spare parts and equipment at New London before departing Connecticut on 6 November, bound for the Panama Canal.

Apollo transited the Panama Canal on 13 November; paused briefly at San Diego, Calif., for replenishment; and continued on to Pearl Harbor, Hawaii. On 10 December, the ship set a course for Guam, Mariana Islands, and arrived in Apra Harbor 11 days later. She then commenced providing services to various submarines of the Pacific Fleet. Her tour of duty at Guam ended on 10 July 1945, when the vessel got underway to return to Pearl Harbor. Shortly after her arrival, her crew resumed submarine tending activities.

Following the Japanese capitulation, *Apollo* set sail on 27 August for the east coast of the United States. She transited the Panama Canal on 12 September and continued on to New Orleans, La., where she dropped anchor on the 16th. The ship resumed her voyage on 30 October; arrived at Yorktown, Va., on 3 November; and began unloading her ammunition. Four days later, *Apollo* sailed on to New London. Upon reaching that port on the 8th, the tender took up the task of placing submarines of the New London Group, 16th Fleet, in an inactive status.

On 16 October 1946, *Apollo* was placed in commission, in reserve. She was decommissioned on 12 February 1947 and was berthed at New London. On 1 July 1963, her name was struck from the Navy list, and the vessel was transferred to the Maritime Administration for layup in the James River. She was sold to the Union Minerals & Alloys Corp. for scrapping in 1974.

Apopka

A city and lake in Orange County in central Florida. The name is purportedly of Indian origin.

(YTB-778: dp. 356 (f.); l. 109'; b. 31'; dr. 14'; s. 12 k. (tl.); cpl. 12; cl. *Natick*)

Apopka (YTB-778) was laid down in October 1964 at Marinette, Wis., by the Marinette Marine Corp.; launched on 7 July 1966; and completed in September 1965.

Upon entering into service, *Apopka* was assigned to the Atlantic Fleet. By the beginning of 1966, she had crossed the Atlantic Ocean and had begun operations at Holy Loch, Scotland. Still active at the beginning of 1987, *Apopka* continued to provide harbor tug services to Navy ships based at Holy Loch.

Appalachian

A mountain system of eastern North America extending from the Canadian provinces of Newfoundland, Quebec, and New Brunswick southwest to central Alabama.

(AGC-1: dp. 13,910; l. 459'3"; b. 63'; dr. 24'; s. 16.4 k.; cpl. 368; a. 2 5", 8 40mm., 14 20mm.; cl. *Appalachian*; T. C2-S-B1)

Appalachian (AGC-1) was laid down under a Maritime Commission contract (MC hull 200) on 4 November 1942 at Kearny, N.J., by the Federal Shipbuilding & Drydock Co.; launched on 29 January 1943; sponsored by Mrs. John Frank McInnis; acquired by the Navy on 27 February 1943; converted at Brooklyn, N.Y., by the Todd Shipbuilding Co. for naval service as an amphibious flagship; and commissioned on 2 October 1943, Capt. James M. Fernald in command.

Following shakedown in the Chesapeake Bay, *Appalachian* headed south; transited the Panama Canal; and reached San



Appalachian (AGC-1), bearing members of the press accredited to Operation "Crossroads," gets underway from alongside a pier at San Francisco, 12 June 1946, bound for Bikini Atoll. (80-G-173112)

Diego, Calif., on 26 November. There, after elements of the 4th Marine Division had embarked, and Rear Admiral Richard L. Conolly had broken his flag in *Appalachian*, she got underway on 13 January 1944, bound for Hawaii.

After a one-day stop in Pearl Harbor, the ship steamed westward to take part in the invasion of Kwajalein Atoll, Marshall Islands. The objectives of the northern attack force, which included *Appalachian*, were the islands of Roi and Namur. The attack opened on 31 January; and, the next day, *Appalachian* entered Kwajalein lagoon and began disembarking the men and equipment of the headquarters battalion of the 4th Marine Division. The area was secured by 5 February. Rear Admiral Conolly shifted his flag to *Maryland* (BB-46), and *Appalachian* set sail the next day for the Ellice Islands.

Her crew enjoyed a week-long respite at Funafuti before the ship sailed to Guadalcanal. She operated in the Solomon Islands until 29 March when she began a return voyage to Hawaii. The vessel reached Pearl Harbor on 8 April and began resupplying.

Appalachian returned to Guadalcanal in late April, spent the next six weeks preparing for the impending assault on the Marianas, then, early in June, sailed to Kwajalein, the final staging area for the operation.

On 12 June, *Appalachian*—with Major General Roy S. Geiger, USMC, embarked—sortied in a group of transports carrying troops of his 3d Amphibious Corps. These leathernecks were scheduled to assault Guam. When the force had progressed to within 50 miles of its objective, it was ordered to reverse course

to avoid a powerful Japanese fleet which was then approaching the Marianas to contest the American landings.

While the American 5th Fleet routed the Japanese warships in the Battle of the Philippine Sea and American ground forces fought fanatical Japanese defensive forces on Saipan, the convoy steamed in readiness on a rectangular course for 16 days. The Guam attack was then postponed, and the group put in at Eniwetok on 28 June for replenishment. It once more set sail for Guam on 11 July. The ships reached their objective on the 14th, and *Appalachian* joined in the preassault bombardment that morning and continued providing fire support throughout the invasion. On 30 July, *Appalachian* dropped anchor in Apra Harbor and remained there through the end of the struggle for the island. Guam was officially secured on 10 August, and *Appalachian* got underway that day, bound for Pearl Harbor.

Between 21 August and 2 September, *Appalachian* carried out training exercises off Maui in preparation for an assault on Yap. However, this operation was later cancelled. The ship departed Hawaiian waters on 15 September and proceeded to Manus, Admiralty Islands, for additional training.

Appalachian dropped anchor in Seeadler Harbor on 3 October and reported to the 7th Fleet for duty. She sortied on the 14th with invasion forces, bound for Leyte, Philippines. Major General A. V. Arnold, Commander of the Army's 7th Infantry Division, was on board *Appalachian*. The landings on Leyte, which began on 20 October, met little opposition. After her troops had gone ashore, the ship stood by to supply provisions and fresh

water to smaller craft in the area until the 23d, then headed for New Guinea, and arrived in Humboldt Bay five days later.

The ship sailed on for Noumea, New Caledonia, on 20 November. After her arrival there on the 26th, the crew enjoyed a period of liberty. *Appalachian* sailed for the Solomons on 17 December, engaged briefly in invasion rehearsals at Guadalcanal, and stood out to sea on Christmas Day bound for Manus.

For *Appalachian*, the year 1945 began with the invasion of the Philippine island of Luzon. She reached Lingayen Gulf on 11 January, landed her troops, and departed the following day. As she was steaming through the South China Sea, she was attacked by Japanese planes. However, she was able to evade the attackers and reached Leyte Gulf on the 15th.

Appalachian sailed east on 18 January and made port calls at Ulithi and Pearl Harbor before reaching San Francisco, Calif., on 13 February. She entered the Mare Island Navy Yard, Vallejo, Calif., on Valentine's Day to begin overhaul. The ship set out once more for Hawaiian waters on 10 April, arrived in Pearl Harbor on the 16th, and began training exercises off Maui.

She sailed for the Marianas on 16 May, and reached Saipan 11 days later. The vessel remained at anchor there until 9 July, when she got underway for the Philippines. She pulled into Manila on 13 July and operated in waters of the archipelago through the end of World War II.

The ship set out for occupation duty in Japan on 18 September, arrived at Aomori at the northern end of Honshu on the 25th, and landed troops who took possession of the town. Soldiers whom she carried also occupied other cities including Ominato, Hakodate, Otaru, Yokohama, Yokosuka, Matsuyama, and Hiroshima.

Appalachian departed Japan on 22 November 1945, bound for the west coast of the United States. After reaching the United States, she remained at San Francisco until 12 April 1946 when she was assigned to Joint Task Force 1 which was being established for Operation "Crossroads," the atomic bomb tests to be carried out that summer at Bikini Atoll. During the months of May, June, and July, *Appalachian* served as a headquarters for press representatives before returning to San Francisco on 16 August.

She became the flagship of the 5th Fleet on 13 September and also served the Pacific Fleet in a similar role between 28 October 1946 and 30 January 1947. During this time, the vessel operated out of San Diego. She was decommissioned there on 21 May 1947 and placed in reserve. She was subsequently transferred to the Maritime Administration for disposal, and she was scrapped in 1960. Her name was struck from the Navy list on 1 March 1959.

Appalachian won four battle stars for her World War II service.

Appanoose

A county in southern Iowa named for Appanoose, a chief of the Sac and Fox Indian tribes.

(AK-226: dp. 14,550; l. 441'6"; b. 56'11"; dr. 28'4"; s. 12.5 k.; cpl. 209; a. 1 5", 1 3", 8 20mm.; cl. *Crater*; T. EC2-S-C1)

A. J. Cassatt was laid down on 20 June 1944 under a Maritime Commission contract (MCE hull 2662) by the Bethlehem Fairfield Shipyard Inc., Baltimore, Md.; launched on 27 July 1944; sponsored by Mrs. A. J. Cassatt; acquired by the Navy on 10 August 1944; renamed *Appanoose* (AK-226); and commissioned on 26 September 1944, Lt. Comdr. Volmer H. S. G. Holm in command.

On 1 October, *Appanoose* proceeded to the Chesapeake Bay for shakedown. After loading cargo at Davisville, R.I., the ship got underway for the Philippine Islands. *Appanoose* transited the Panama Canal; made intermediate stops at Eniwetok and Ulithi; and anchored at Tacloban, Leyte Island, on 21 December. Three days later, the ship moved to Samar to begin assembling pontoons. Despite enemy torpedo attacks, she successfully completed the task and withdrew to Tacloban on 21 January 1945.

Appanoose sailed on 23 January, bound for the west coast. After a brief stop at Manus, the ship continued on to the California coast and arrived at San Pedro on 23 February. *Appanoose* departed the west coast on 9 March and sailed for the Ryukyus.

After stops at Eniwetok and Ulithi, *Appanoose* reached Okinawa on 28 April and began discharging her cargo at Buckner

Bay on 3 May. During the three months *Appanoose* was stationed at Okinawa, she endured numerous Japanese air attacks. The ship claimed to have downed one Japanese plane and assisted in splashing four more.

On 5 August, *Appanoose* departed the Okinawa area and sailed in a convoy to Saipan, her first port of call on a voyage that took her by way of Pearl Harbor, to San Francisco, Calif. *Appanoose* made San Francisco on 5 September and, shortly thereafter, began a period of drydocking and availability.

Upon completion of the repair work on 8 October, *Appanoose* headed for the Canal Zone. Having transited the Panama Canal, the ship reported to the Norfolk Naval Shipyard, Portsmouth, Va., on 30 October.

Appanoose was decommissioned there on 26 November 1945 and turned over to the War Shipping Administration. Her name was struck from the Navy list on 5 December 1945.

Appanoose earned one battle star for her World War II service.

Appleton Victory, see *Private John R. Towle* (AK-240)

Appling

A county in the state of Georgia.

(APA-58: dp. 12,450; l. 426'; b. 58'; dr. 16'; s. 16.9 k.; cpl. 370; trp. 753; a. 1 5", 8 40mm., 10 20mm.; cl. *Gilliam*; T. S4-SE2-BD1)

Appling (APA-58) was laid down under a Maritime Commission contract (MC hull 1851) at Wilmington, Calif., by the Consolidated Steel Corp.; launched on 9 April 1944; sponsored by famed moving picture actress, Claudette Colbert; and simultaneously acquired by the Navy and placed in commission on 22 August 1944, Lt. Comdr. Alexander Lunde Stuart in command.

Following shakedown training off the California coast, *Appling* sailed for Finschhafen, New Guinea, on 17 October. She was forced to stop at Purvis Bay, Florida Island, for engine repairs but finally reached Finschhafen on 14 November. The ship then carried out training exercises in Humboldt Bay.

On 25 December, the ship embarked troops of the 6th Army at Hollandia. *Appling* sortied for the Philippines on 3 January 1945 with Task Group 77.9, a part of the Luzon invasion force. She anchored in the Lingayen Gulf transport area on 11 January and began discharging troops east of San Fabian. Later that evening, the transport joined other ships in splashing an enemy aircraft 2,000 yards off her starboard quarter. The next day, she retired to Leyte Gulf.

Appling remained there through the 26th, when she again sailed for Luzon. She arrived in the area off San Antonio and San Felipe on the 29th and began disembarking troops at 0657. After her landing party was safely established on the beach, *Appling* returned to Leyte Gulf.

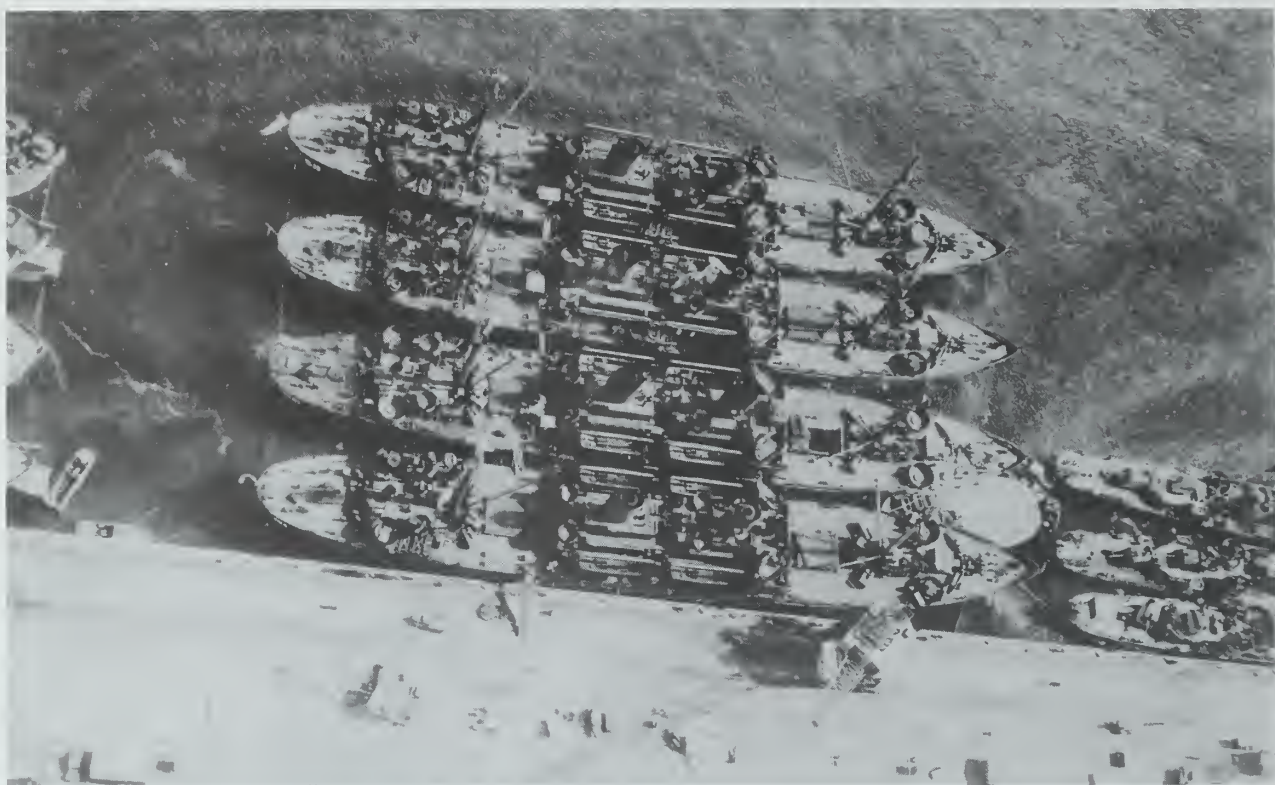
During the next two months, the ship remained in the waters of Leyte Gulf carrying out training exercises. Late in March, she took on cargo and personnel earmarked for Operation "Iceberg," the assault on the Ryukyus. On 27 March, the ship left with Transport Squadron (TransRon) 13 of the Southern Assault Force, bound for Okinawa.

Appling arrived off that island early on 1 April and, at 0605, began lowering her boats, which were used by troops from other vessels. *Appling* debarked her own troops from 3 to 7 April and then retired to Kerama Retto. She served as a receiving ship there until the 12th when she returned to Okinawa. On the 14th, the ship got underway for Hawaii.

Following a brief stop at Saipan, *Appling* reached Pearl Harbor on 2 May and, the next day, sailed for the United States. The ship arrived at San Pedro, Calif., on the 10th, and began voyage repairs. On 7 June, she proceeded to San Diego, Calif., for refresher training.

The ship set sail on 16 June for Majuro Atoll, Marshall Islands, and continued on to Guam in mid-July. She then reversed her course and returned to the west coast. *Appling* reached San Francisco on 29 July. After almost a month of repairs—during which hostilities ended—she got underway on 27 August and headed, via Eniwetok, for the Marianas. Following a stop at Guam, she moved to Saipan where she took on elements of the 2d Marine Division scheduled for occupation duties in Japan.

On 23 September, *Appling* arrived at Nagasaki in company with other units of TransRon 12. Five days later, the ship sailed



Appling (APA-58) lies outboard (top) of sister ships *Barrow* (APA-61), *Brule* (APA-66) and *Gasconade* (APA-85), at the Pearl Harbor Naval Shipyard, 27 February 1946, as they are readied for Operation "Crossroads." (80-G-361735)

to the Philippines and carried troops from Subic Bay and Manila to Sasebo, Japan. *Appling* left Sasebo on 19 October and set a course back to the United States carrying homecoming veterans.

The transport arrived at Portland, Oreg., on 27 November for upkeep. *Appling* sailed back to the Philippines in early January 1946 to carry more troops home to the United States. The ship left Philippine waters on 4 February and transited to Pearl Harbor. She was assigned to the target fleet for Operation "Crossroads," tests at Bikini Atoll in the Marshall Islands to determine the effects of atomic-bomb explosions upon ships. *Appling* arrived at Bikini on 2 June and operated in the area of that atoll through 15 August, but was never utilized as a target.

After touching at Pearl Harbor on the 15th, the ship continued on to the west coast for a series of radiological clearance tests held at San Francisco and San Pedro, Calif. She touched at Port Hueneme, Calif., on 26 September, to take on cargo for transportation to Pearl Harbor. However, before the ship was loaded, she was ordered to proceed to the east coast for deactivation.

Appling transited the Panama Canal on 22 November and arrived in Norfolk, Va., on 30 November. She was decommissioned on 20 December 1946 at the Norfolk Naval Shipyard, Portsmouth, Va. Her name was struck from the Navy list on 4 April 1947, and the ship was transferred to the Maritime Commission on 31 March 1948.

The ship was laid up in the National Defense Reserve Fleet until 9 September 1954, when she was consigned to the Arrow Steamship Co. She was returned to the National Defense Reserve Fleet on 12 December 1954 and was berthed in the James River. The ship was ultimately sold for scrapping.

Appling earned two battle stars for her World War II service.

Aquamarine

A blue to green, transparent, semiprecious stone which is a form of the mineral beryl.

(PYc-7: dp. 220; l. 124'; b. 20'6"; dr. 7'; s. 12 k.; cpl. 53; a. 2 .30-cal. mg.)

Sea Wolf—a yacht built in 1926 at Wilmington, Del., by Pusey & Jones Corp.—was acquired by the Navy from Mr. R. H. Wolfe, of Columbus, Ohio, on 13 January 1941 at Charleston, S.C.; placed in service at Charleston on 14 January 1941; arrived at the Washington Navy Yard on 19 January 1941; and placed in commission there on 9 April 1941, Lt. George A. Lange in command.

The following day, *Aquamarine* departed Washington and set a course for Charleston. She arrived at that port on 14 April and began conversion in the Charleston Navy Yard. She completed the yard work late in July and, on the 28th, once more got underway for Washington. Her arrival back at Washington over two weeks later—on 16 August—suggests an extended stop along the way, most probably at the Norfolk Navy Yard for repairs. In any event, upon her return to the nation's capital, *Aquamarine* was assigned to the Naval Research Laboratory. For the most part, she operated in the Chesapeake Bay and the Potomac River conducting underwater sound experiments. She also performed a limited amount of experimental work with radar, mines, and underwater communications.

The coastal yacht broke that routine only twice in her Navy career. Between 16 October and 4 November 1943, she operated off the Connecticut coast near New London; and, from 24 January to 18 April 1944, she cruised the waters between Florida and the Bahama Islands. On both occasions, however, her assignment remained experimental work under the auspices of the Naval Research Laboratory. During the summer and fall of 1945, she also served as tender to the presidential yacht *Potomac* (AG-25). When *Williamsburg* (AGC-369) replaced *Potomac* as presidential yacht during the winter of 1945 and 1946, *Aquamarine* also served as her tender too. In June of 1946, she moved south to Norfolk to prepare for decommissioning. *Aquamarine* was placed out of commission on 21 June 1946, and her name was

struck from the Navy list on 13 November 1946. On 31 January 1947, she was transferred to the Maritime Commission's War Shipping Administration for disposal.

Aquarius

A constellation and the eleventh sign of the zodiac.

(AKA-16: dp. 14,200; l. 459'3"; b. 63'; dr. 26'4"; s. 16.5 k.; cpl. 404; a. 1 5", 4 3", 18 20mm., 2 dcp.; cl. *Andromeda*; T. C2-S-B1)

Aquarius (AKA-16) was laid down under a Maritime Commission contract (MC hull 205) on 28 April 1943 at Kearny, N.J., by the Federal Shipbuilding and Drydock Co.; launched on 23 July 1943; sponsored by Mrs. Edmund E. Brady, Jr.; acquired by the Navy on 20 August 1943; and commissioned on 21 August 1943, Capt. R. V. Marron, USCG, in command.

Manned by a Coast Guard crew, the attack cargo ship conducted brief shakedown training in Chesapeake Bay and sailed on 15 September via the Panama Canal to the west coast. Reaching San Francisco on 19 October, the ship loaded cargo and embarked passengers for transportation to Hawaii. *Aquarius* reached Pearl Harbor on 28 October and then returned to San Diego where she reported for duty to the 5th Amphibious Force, Pacific Fleet, and was assigned to Transport Division 24. Following a repair period lasting until 25 November, *Aquarius* embarked marines and got underway for amphibious training exercises off the California coast.

On 4 January 1944, the attack transport sailed for Hawaii. She joined Task Force (TF) 53 at Pearl Harbor and sortied on 22 January for the invasion of the Marshall Islands. *Aquarius* stood into the transport area off Roi and Namur Islands, Kwajalein Atoll, on 31 January and, from then until 6 February, unloaded her cargo and disembarked troops. On 10 February, the vessel arrived at Funafuti, Ellice Islands, where she joined the 3d Fleet. During the remainder of February and into early March, the ship operated in the Solomon Islands conducting amphibious training exercises with Army troops. On 21 March, she moved to Noumea, New Caledonia; loaded Army personnel and equipment; and took them to Emirau Island to serve as a garrison force. From Emirau, *Aquarius* embarked troops of the 4th Marine Regiment and took them back to Guadalcanal. Between 20 and 28 April, she carried elements of the Army's 40th Division to Cape Gloucester, New Britain, and returned the 1st Marine Division to the Russell Islands.

Following repairs at Espiritu Santo, *Aquarius* returned to Guadalcanal to conduct rehearsals with the 3d Marine Division for the projected assault on the Marianas. On 4 June, she departed Guadalcanal with TF 53 and proceeded to Kwajalein, the staging base for the operation. This force had orders to act as a floating reserve during the Saipan landings and, when directed, to invade Guam. TF 53 sortied from Kwajalein on the 12th. However, the engagement with the Japanese Mobile Fleet in the Battle of the Philippine Sea and the unexpectedly fierce resistance of the Japanese garrison on Saipan caused the invasion of Guam to be postponed. After standing by for over a fortnight, *Aquarius* and the other ships for TF 53 put into Eniwetok on 28 June to await further orders.

They sortied again on 17 July and reached Guam on the 21st. By 26 July, all of *Aquarius*'s cargo was unloaded, and the transport sailed for Eniwetok. From there, she proceeded on to Espiritu Santo, where she arrived on 6 August. After a week of provisioning, the attack cargo ship moved to Guadalcanal. During the rest of August, she took part in training exercises for the assault on Peleliu. The vessel got underway with TG 32.17 early in September and entered the transport area off Peleliu on the 15th. She remained in the area unloading cargo and receiving casualties from the beach until 22 September.

Aquarius then headed for Hollandia, New Guinea, where she arrived on the 25th. After embarking Army personnel for exercises in the Humboldt Bay area, the ship sortied on 13 October with TG 78.1 for the invasion of Leyte. On 20 October, she was anchored in San Pedro Bay and began unloading her cargo. The vessel left the area the next day, and she returned to Hollandia, but made another run to Leyte in mid-November. By the end of November, *Aquarius* was at Aitape, New Guinea, to load more Army units. She sailed on 28 December with TG 78.1 to support the landings at Lingayen Gulf.

The attack cargo ship reached the invasion area on 9 January 1945, completed unloading the next day, and retired to Leyte on the 13th. She took on cargo and personnel for the impending Zimales-Subic Bay operations. *Aquarius* reached that area on 29 January and, two days later, was back in Leyte. Late in February, the ship proceeded via Hollandia to Guadalcanal and held training exercises off Guadalcanal until sailing for Ulithi on 15 March. On the 27th, she sortied with Transport Division 36 for the assault on Okinawa.

Aquarius remained off Okinawa from 1 to 9 April, resupplying other ships. She got underway again on the latter day; called at Saipan on the 13th; Pearl Harbor on the 26th; and arrived at Seattle, Wash., on 4 May to begin overhaul.

The yard period ended on 12 July, and the vessel conducted refresher training off the west coast. While she was still in California waters, Japan capitulated. *Aquarius* departed San Diego on 18 August, arrived at Guam on 4 September, and moved to Saipan three days later to load cargo and troops for use in the occupation of Japan. On 23 September, she anchored in the harbor of Nagasaki to begin unloading. Departing Japan on the 26th, the ship proceeded to Mindoro and Manila Bay, Philippines. On 23 October, she sailed from Manila with TG 78.7 bound for Hong Kong, China. During the next two months, *Aquarius* shuttled Chinese troops and supplies between Hong Kong, Chinwangtao, and Tsingtao. The transport returned to Seattle on 13 December.

The attack cargo ship remained on the west coast until February 1946; then proceeded to New York where she was placed out of commission on 23 May. *Aquarius* was turned over to the War Shipping Administration on 12 September, and her name was struck from the Navy list on 13 November 1946.

Aquarius earned eight battle stars for her World War II service.

John D. Widden was acquired from the Army on 12 June 1951 and renamed *Aquarius* (AK-263). That same day, she was loaned to the Republic of Korea. She operated as a unit of the South Korean Navy until returned to the United States Navy early in 1960. Her name was struck from the Navy list on 1 February 1960, and she was sold to Hong Kong Rolling Mills, Ltd., on 27 June 1960 for scrapping.

Aquidneck

Indian and early colonial name for the island in Narragansett Bay, between Newport and Goat Island. Aquidneck is an Algonquin word meaning "at the island" and was suggested to the Navy by the mayor of Newport, R.I., Henry S. Wheeler.

(YFB-14: dp. 544; l. 151'0"; b. 53'0"; dph. 14'6"; dr. 9'6"; s. 9 k.; cl. *Aquidneck*)

The steel-hulled ferryboat *Aquidneck* (YFB-14) was laid down on 28 July 1936 at Bath, Maine, by the Bath Iron Works Corp. (Bath's hull no. 167); launched on 13 February 1937; sponsored by Miss Valnessa Easton, daughter of Lt. Comdr. Glenn H. Easton, CC, USN, Superintending Constructor at Bath Iron Works; and delivered to the Navy on 22 May 1937.

Aquidneck—built to replace *Narragansett* on the run from Newport to Goat Island, servicing the needs of the Naval Torpedo Station, Newport—commenced her service on the morning of 28 May 1937 from the Government Landing at Newport. Over the next three decades, *Aquidneck* operated as a ferryboat within the 1st Naval District, principally servicing Newport, R.I., until placed out of service, in reserve, in October 1971. Stricken from the Naval Vessel Register on 1 July 1975, *Aquidneck* was transferred to the state of Washington on 19 December 1975.

Aquila

A northern constellation in the Milky Way.

I

(AK-47: dp. 4,075; l. 288'1"; b. 40'6"; dr. 18'4"; s. 12.5 k.; cpl. 156; a. 2 3", 4 20mm.)



Aquidneck (YFB-14), underway circa 1937. (80-G-457679)

Tunis was built in 1936 at Copenhagen, Denmark, by the Helsingør Shipbuilding Co.; acquired by the Navy from the Maritime Commission on 11 August 1941; renamed *Aquila* (AK-47) on 3 September 1941; converted for naval service by the Sullivan Drydock & Repair Co.; and commissioned on 24 October 1941, Lt. Comdr. Samuel S. Fried in command.

Aquila almost immediately began a series of convoy runs from New York and Boston to Reykjavik, Iceland. Between 1 December 1941 and 10 October 1942, the cargo ship made five round-trip voyages. On 7 November 1942, she arrived at Norfolk, Va., to begin operations with the Naval Transportation Service.

The ship's new assignment involved shuttling supplies and personnel between ports in the Eastern, Panama, Gulf, and Caribbean Sea Frontiers. *Aquila* followed this routine until she was placed out of commission at Norfolk on 9 October 1945. Her name was struck from the Navy list on 24 October 1945, and the ship was returned to the Maritime Commission for disposal.

II

(PHM-4: dp. 214 (f.); l. 133'0"; b. 18'0"; dr. 6'0"; s. 51 k.; a. 1 76mm., 8 Harpoon; cl. *Pegasus*)

The second *Aquila* (PHM-4) was laid down on 10 July 1979 at Seattle (Renton), Wash., by Boeing Marine Systems; launched on 16 September 1981; sponsored by Mrs. John D. Bulkeley, the wife of Rear Admiral John D. Bulkeley, World War II, PT-boat hero; and commissioned at the Puget Sound Naval Shipyard on 26 June 1982, Lt. Comdr. David M. Lee in command.

After completing her fitting out, *Aquila* got underway from Bremerton, Wash., on 15 July in company with *Taurus* (PHM-3) and *Frederick* (LST-1184) and shaped a course for her home port, Key West, Fla. *Frederick* escorted the two guided-missile hydrofoil gunboats as far as Rodman in the Canal Zone where *El Paso* (LKA-117) took over. *Aquila* and her traveling



Aquila (AK-47) off Boston, 4 August 1942, wearing unusual pattern camouflage. (NH 92646)



Aquila (PHM-4) moors at the Naval Air Station, Key West, Florida, 11 August 1982 after her 5,000-mile voyage from Puget Sound; astern is *Taurus* (PHM-3), in this Phyllis Moorhead photograph. (NH 96630)

companions transited the Panama Canal on 8 August and arrived in Key West three days later. The warship spent the remainder of 1982 conducting shakedown and other training out of her base at the Trumbo Point Annex, Naval Air Station, Key West, Fla. During the first quarter of 1983, post-shakedown repairs occupied her time. That spring, *Aquila* embarked upon a schedule of normal training duties out of Key West that occupied her time through the summer and into the fall of 1983. From 10 to 20 October, she joined *Taurus* and *Spartanburg County* (LST-1192) for special operations in the Caribbean Sea.

In mid-November, *Aquila* and *Taurus* joined *Aubrey Fitch* (FFG-34) at Guantanamo Bay, Cuba, to test the feasibility of operating guided-missile frigates and guided-missile hydrofoil gunboats together in the same task organization. However, demands attendant to the American presence in Grenada—where United States military forces had landed on 25 October to end the chaos caused by a power struggle between leftist factions—forested the experiment. *Aquila*, *Taurus*, and *Aubrey Fitch* headed for Grenada where they performed patrol duties and relief work until the middle of December. *Aquila* returned to Key West on 16 December and spent the last two weeks of the year in port.

Holiday leave and upkeep ended early in January 1984, and *Aquila* reembarked upon normal operations out of her base at Key West. In May, the guided-missile hydrofoil gunboat added another duty to her busy training schedule, helping the Coast Guard to interdict the traffic in illicit drugs. That fall she joined *Taurus* in a special mission to the Caribbean coast of Central America. The two warships returned to Key West at the end of the first week in November, and *Aquila* resumed her program of training missions and drug traffic interdiction. She continued

so occupied through the end of 1984 and during the first half of 1985. Late in July of 1985, the warship began a restricted availability that lasted until the middle of October. Following post-overhaul trials, *Aquila* rejoined the effort against drug smugglers in mid-December.

Law enforcement duties occupied her during the first two months of 1986. In March, she carried out post-overhaul refresher training and, late in April, participated in FLEETEX 1-86 staged in the West Indies. Immediately thereafter, *Aquila* joined in another exercise, Operation "Ocean Venture 86," that simulated an attack on an enemy fleet attempting to force the Mona Passage between Hispaniola and Puerto Rico. At the beginning of the second week in May, the guided-missile hydrofoil gunboat returned to normal operations out of Key West. She interrupted those operations twice that summer—once early in July and again early in August—to conduct special tests with A-7E "Corsair" aircraft for the Chief of Naval Operations. Otherwise, she carried out normal duties from her base at Key West through the end of the year. As of the beginning of 1987, *Aquila* was operating out of Key West.

Ara

The Greek goddess of vengeance and destruction.

(AK-136: dp. 14,550; l. 441'6"; b. 56'11"; dr. 28'4"; s. 12.5 k.; cpl. 225; a. 1 5", 1 3", 8 20mm.; cl. *Crater*; T. EC2-S-C1)

Daniel Boone (MCE hull 69) was laid down on 17 July 1941 by the California Shipbuilding Corp., Wilmington, Calif.; launched on 14 January 1942; sponsored by Mrs. J. K. Doolan; acquired by

the Navy under a bare-boat charter on 3 December 1943; re-named *Ara* (AK-136); and commissioned on 4 January 1944, Lt. Comdr. W. B. Hudgins in command.

Ara sailed on 7 February for Hawaii. Upon her arrival at Pearl Harbor, the ship reported to Service Squadron 8 for duty. On 4 March, *Ara* sailed in a convoy bound for the Marshall Islands and discharged her cargo at Majuro and Kwajalein Atolls. *Ara* left the Marshalls on 14 April; made a brief stop at Pearl Harbor on the 28th; and then the ship got underway for Port Hueneme, Calif. After loading new cargo, *Ara* was back in Pearl Harbor on 29 May. The ship sailed on 7 June with Task Group (TG) 51.6, bound for Eniwetok; anchored there on 18 June; and remained through 23 July.

On 23 July, *Ara* was ordered to proceed to Guam to deliver Army personnel to that island. She remained offshore until 3 August and then disembarked troops and unloaded equipment. *Ara* got underway for Eniwetok on 20 August and arrived four days later. After a reprovisioning period, the transport sailed for Hawaii and moored at Pearl Harbor on 9 September. There, she loaded cargo destined for Roi and Majuro and sailed on 19 September for the Marshalls. From 4 October to 20 November, supplies were discharged and taken on board at Majuro and Kwajalein. On 25 November, the ship headed for Ulithi. Five days later, *Ara* arrived at the atoll. She sailed again on 8 December for the Marianas to unload the remainder of her provisions at Guam and Saipan. *Ara* called at Eniwetok on 23 December and then continued on to Tarawa. There, she refilled her cargo holds and sailed on 4 January 1945 for Makin Island.

During the first two months of 1945, *Ara* repeated her cargo shuttle services. Her ports of call included Kwajalein, Eniwetok,

Ulithi, Guam, Tinian, and Saipan. From Saipan, *Ara* headed for Hawaii and reached Pearl Harbor on 20 March. Two days later, *Ara* sailed for San Pedro, Calif., where she arrived on 1 April for repairs. After successfully completing trials, *Ara* sailed on 6 May to Tacoma, Wash., to load cargo and remained there until 23 May, when she began steaming independently for the Philippines.

Ara began discharging cargo at Samar, Philippines, on 25 June. She then received orders to sail to New Zealand and got underway on 6 July. *Ara* moored at Auckland on 21 July and commenced loading supplies earmarked for marines stationed on Saipan. She departed Auckland on 27 July and arrived at Saipan on 14 August. The next day, while she was still there, Japan capitulated on 15 August. *Ara* set a course for the west coast on the 21st, entered San Francisco Bay on 9 September, and began voyage repairs.

The transport left the west coast on 6 October, bound, via the Panama Canal, for Norfolk, Va., and arrived there on 27 October. She was decommissioned on 26 November and turned over to the War Shipping Administration in whose custody she resumed the name *Daniel Boone*. The name, *Ara*, was struck from the Navy list on 5 December. *Daniel Boone* was listed in registers of American merchant vessels until the early 1970's.

Ara won one battle star for her World War II service.

Arabia

(AuxSch: t. 123.28 (gross); l. 113'4"; b. 25'9"; dr. 14'9" (aft); s. 8 k.; cpl. 25)



Arabia (SP-3434), in her guise as decoy vessel ("Q-ship"), circa 1918. (NH 57628)

Arabia (Id. No. 3434)—an auxiliary fishing schooner constructed in 1903 at Essex, Mass.—was acquired by the Navy from the Commonwealth Fisheries Co. on 13 August 1918 and commissioned at Boston on 14 August 1918, Lt. (jg.) Lester F. Rogers in command.

Arabia was acquired by the Navy for the specific purpose of serving as a decoy ship in the hunt for *U-117*, a German submarine which had created havoc with the New England fishing fleet during the summer of 1918. In addition to a Navy crew of two officers and seven bluejackets, 19 fishermen—16 of them from *Arabia*'s original crew—were recruited into the Naval Reserve Forces to lend an aura of realism to the operation. The Q-ship set sail from Boston on 14 August and shaped a course for George's Bank. Once there, she operated in concert with the submarine *N-1* until after the armistice ended World War I. She apparently concluded her one and only cruise on 27 November 1918 and was decommissioned soon thereafter. Her name was struck from the Navy list on 27 March 1919, and she was sold to Mr. W. V. M. Powelson, of New York City, on 11 November 1919.

Arabian

(ScTug: t. 92; l. 87'; b. 20'; dr. 10'6" (aft); s. 10 k.)

Arabian—a tug built in 1896 at Camden, N.J., by John H. Dialogue Sons—was acquired by the Navy on 29 October 1918 on a bare boat lease from Mr. P. F. Martin, of Philadelphia, and was placed in service on 5 November 1918. Since World War I ended six days after she was placed in service, the tug never received an assignment and apparently never saw active service. She was placed out of service on 31 January 1919 and returned to her owner that same day.

Arago

The physicist and astronomer Dominique Francois Jean Arago, was born on 26 February 1786 in Estagel, France. He first proposed the wave theory of light and measured air's index of refraction of light. He discovered the polarization of light by quartz crystals. He also made contributions to man's understanding of electricity and of the planets and stars before dying in Paris on 2 October 1853.

(Sch)

Early in the Civil War, the Coast Survey schooner *Arago* was ordered to report to Flag Officer Samuel F. Du Pont to assist him by conducting surveys and providing him with oceanographic data of the Southern coast for guidance in blockade duty and amphibious operations. She departed Eastport, Maine, on 15 October 1861 and proceeded to the New York Navy Yard where she received weapons of unrecorded size and number to enable her to defend herself during her perilous work.

The schooner then joined the expedition destined to capture Port Royal, S.C. The information that she and *Vixen* obtained was invaluable to Du Pont during that successful operation which provided the South Atlantic Blockading Squadron with its most important base for the remaining years of the conflict.

However, few records containing details of the schooner's operations have survived. We do know that she continued to serve the South Atlantic Blockading Squadron into February 1863. Presumably, shortly thereafter, she resumed operations under the orders of the Coast Survey.

Aramis

The clever musketeer of the eight-volume "cloak and sword" romance, *The Three Musketeers*, written in 1844 by the French novelist and dramatist Alexandre Dumas, Pere (1802-1870).

(Yacht: dp. 375; l. 157'6"; b. 22'4"; dr. 7'6" (mean); s. 13 k.; cpl. 33; a. 2 6-pdrs., 2 1-pdrs., 2 Colt mg.)

Aramis—a steel-hulled diesel yacht designed by Swasey, Raymond, and Page, naval architects—was completed in 1916 at City Island, N.Y., by Robert Jacob, for Arthur Hudson Marks, the vice president of the Goodrich Rubber Co., of Akron, Ohio. Equipped with one of the first marine diesel engines to be installed in an American yacht, *Aramis* came under the Navy's gaze soon after the United States entered World War I.

The Navy acquired *Aramis* on 3 July, "enrolled" her six days later, and accepted her on 11 August for service at the New York Navy Yard. Assigned the designation SP-418, she was placed in commission there on 2 November 1917, Lt. John A. Jackson, USNRF, in command.

The next morning, *Aramis* proceeded, via Fort Lafayette, to her patrol station at the mouth of New York harbor, arriving at the net defenses that afternoon. She maintained watch there until the morning of the 5th, noting the movement of other patrol craft and, at night, sweeping the net with her searchlight every 30 minutes. After her second tour at the net defenses on the 6th and 7th, she returned to moor at the pier at the foot of 24th Street, New York City, on the 8th. At 2225 the following night, men on watch discovered a fire under the pier. *Aramis* immediately went to fire quarters, lowered a boat and sent it under the pier, paying out two lengths of fire hose, while she made ready to get underway to clear the pier, if the need arose. By 0240 on the 10th, the blaze had been extinguished.

Returning to the nets later that day, she spotted a strange craft in a forbidden place. *Aramis* lowered her launch, under the command of her executive officer, Lt. (jg.) Williams, USNRF, to give chase. Ultimately, this officer returned with the launch *Kid*, its occupants arrested for an intrusion into the net area off limits to private craft. A similar incident occurred over a week later when *Aramis* hailed a launch that crossed the net but did not stop. On that occasion, a section patrol craft SP-1201 overtook the intruder, took her into custody, and towed her to Fort Lafayette.

Underway from the ordnance pier at Sandy Hook at 1150 on 20 November, bound for the Scotland and Ambrose Lightships, *Aramis* received orders by semaphore from the tug *Cayuga* to report forthwith to the New York Navy Yard. Arriving at 1715 for further orders, *Aramis* shifted to the Jersey Central Railroad Pier the next morning where she was briefly visited by Secretary of War Newton D. Baker. The purpose of the Secretary's visit is not clear from the ship's log. After disembarking her distinguished guest, *Aramis* returned to the New York Navy Yard and shifted thence to the Marine Basin, Brooklyn, on the 24th.

Underway for New London, Conn., on the morning of 4 December, *Aramis* reached that port the following morning. She provisioned there and then, on the afternoon of the 20th, voyaged to the marine railway of the Riverside shipyard, Greenport, Long Island, N.Y. On the morning of the 22d, the ship was hauled out for repairs and alterations—and, apparently, the installation of a primitive underwater detection system. Shortly before midnight on 31 December 1917, a fire broke out in the machine shop adjoining the ways. *Aramis*' crew promptly turned to with extinguishers and axes to aid the yard force in fighting the blaze.

Off the ways on 9 January 1918, *Aramis* returned to New London soon thereafter. There, off Fort Trumbull, a launch from the cruiser *Chicago*, the flagship for the Submarine Force, Atlantic Fleet, came alongside on the morning of 18 January bearing Lt. Comdr. Chester W. Nimitz—the future fleet admiral—and a board of officers and civilians to test the recently installed listening apparatus fitted in *Aramis*. The yacht carried out further experimentation with the listening gear into February, when she was ordered back to the New York Navy Yard.

Casting off from the Public Dock, New London, at 1043 on the 7th, the ship was caught briefly in an ice floe two hours later. She made stops at New Haven, Conn., and at the Marine Basin, Brooklyn, before reaching the navy yard early on the 27th. Ordered to convoy the submarine L-5 (Submarine No. 44) to New London, *Aramis* got underway with her charge at 1000 that same morning and escorted the submersible on her voyage without incident, reaching their destination later the same day.

Underway the next morning to return to New York, *Aramis* struck submerged wreckage near Middle Ground Light, knocking off a blade of her port screw. As she continued onward she passed through "considerable wreckage" on the "steamer track"



Aramis (PY-7), while serving as "house boat and tender" for *Nokomis* (PY-6) during the surveying of Cuban waters, circa 1925 or 1926. (NH 101411)

10 miles east of Middle Ground Light, flotsam that included hatches and parts of heavy decking.

Aramis reached the Marine Basin late on the 28th and shifted to Seabury's Shipyard, Morris Heights, on 5 March. She remained there into April undergoing repairs and shifted to the New York Navy Yard on the 9th. On 16 May, while the ship was at Section Base No. 6, Bath Beach, Brooklyn, Rear Admiral Usher and Capt. Louis de Steiguer inspected the ship. On 21 June, while the ship was undergoing a refit at Shewan's Shipyard, Brooklyn, Mr. Elmer A. Sperry, the inventor of the gyroscopic compass, came on board to work on one of his compasses that had been installed in the ship.

Underway from Shewan's yard on the afternoon of 27 June, *Aramis* arrived at Section Base No. 6 later that day. On the 28th, she shifted to the Ammunition Depot at Fort Lafayette, and there took on board four Mark I, Mod. 1 depth charges, the most primitive type of charge which required no fixed launcher—only a strong sailor to heave it over the side. Now equipped with listening gear and an antisubmarine warfare (ASW) capability, albeit primitive, *Aramis* returned to the business of patrolling the waters of the 3d Naval District assigned her.

Aramis spent much of July engaged in training "listeners," operating out of Section Base No. 6. She also performed local convoy escort duties on 16 July and lay at a "listening post" the following day, apparently near the course of a convoy. Her regimen remained the same into August, and she spent the first few days of that month engaged in "listening" on station near Ambrose Lightship, alternating with *Tarantula* (SP-124) and *Sabalo* (SP-225), and the subchasers SC-52, SC-53, and SC-56.

Underway from Section Base No. 6 at 1157 on 12 August, *Aramis* relieved SC-55 at the Fire Island lightship at 1702 and commenced listening with her "K" tubes (the primitive listening gear) soon thereafter. Well over an hour later, at 1845, *Aramis* came upon the captain and crew (30 men all told) of the Norwegian steamer *Sommerstad*, three days out of Halifax, Nova Scotia, which had been torpedoed and sunk by U-117 that morning. Picking up the Norwegian sailors and taking their boats in tow, *Aramis* headed back to port at 2300.

After casting *Sommerstad's* motor sailer—in a leaky condition—adrift, *Aramis* reached the Barge Office at the Battery, New York City, at 1105 on the 13th, where the Norwegians were sent

ashore to be aided by their consul. Underway again at 1135, *Aramis* reached Section Base No. 6 at 1245, her rescue mission completed. However, she did not tarry long before she got underway again for a patrol station soon thereafter. Unfortunately, at 1830 that afternoon, *Aramis* rammed *Preble* (Coast Torpedo Vessel No. 12), causing the latter to miss the sailing of a convoy, but suffered no damage herself.

While returning to her section base at 1555 the next day, *Aramis's* forward lookout spotted what looked like a floating spar about 300 yards off the starboard bow. Ens. George Dumars, USNRF, the officer of the deck, managed to obtain a quick glimpse of it before it vanished abeam. Immediately upon the disappearance of the "waterlogged spar," *Aramis* was brought dead in the water and her listening gear was placed in operation. The man listening reported that he heard submarine engines. Within five minutes, the commanding officer, Ens. Leroy W. Tilt, USNRF, was on the bridge and called all hands to general quarters.

Reporting the presence of a submarine to district headquarters, *Aramis* bent on speed and came about. Putting over the "K" tube, she detected the presence of a submarine and maintained close watch. At 1715, the patrol craft spotted *Hauoli* (SP-249), standing up from the eastward, about seven miles south. After her attempts to reach that vessel by radio failed, *Aramis* fired a blank charge to attract *Hauoli's* attention, and that patrol boat came alongside at 1800.

Unfortunately, *Hauoli's* approach "gummed the listening device to such an extent as to drown all other sounds," enabling the submarine—as everyone believed it was—to slip away in the resulting turbulence. *Aramis*, with *Hauoli* standing by, then headed for the spot the submarine last had been seen and, during the next quarter hour dropped her four Mark I depth charges, one by one. Unfortunately, none of the four worked.

Subsequently shifting from Base No. 6 to the Marine Basin at Brooklyn—where she took on board a pair of depth charges from *Shubrick* (Coast Torpedo Boat No. 31)—*Aramis* relieved the converted yacht *Gloucester* on patrol duty on 18 August before returning to the Marine Basin for the installation of new wireless telephones. She proceeded to her section base on the 25th, only to move over to Shewan's shipyard on the 27th.

No logs exist for *Aramis's* activities over the next four months,

but extant message traffic reveals some facts about her operations. She was detached from the 3d Naval District on 18 September for use as a division commander flagship and was directed to proceed to Base Two (Yorktown, Va.) and report to Commander in Chief, Atlantic Fleet. However, *Aramis'* chronic engine trouble delayed her departure until 6 October 1918, when the yacht finally sailed unescorted.

What followed for the next month and a half—during which the armistice ended the fighting of World War I—is not certain; but, on 22 November 1918, Rear Admiral Thomas Washington, Commander, Battleship Division 3, Atlantic Fleet, assumed command of his division and broke his flag in *Aramis*. Unfortunately, *Aramis'* history of engine trouble again proved her undoing. The message traffic indicates that she proved to be unsuitable for her new task; and, on 3 December, *Owera* (SP-167) was ordered to proceed to relieve *Aramis* as flagship for the Commander of Battleship Division 3.

Detached on 12 December, *Aramis* was assigned temporary duty at the Submarine Base, New London. Upon the arrival of *Yacona* (SP-617), *Aramis* was directed to proceed to Commander, Submarine Base, New London. *Aramis'* subsequent movements appear to have elicited considerable interest within the 3d and 4th Naval Districts, since at one point nobody knew for sure where she was. Limping into Lewes, Delaware, on the afternoon of 20 December, *Aramis* finally reached New London by the end of the year, since when her log resumed on 1 January 1919, she was at that port, moored at Dock "D", Submarine Base.

Although detached from duty at New London on 17 March, *Aramis* did not get underway until the morning of 1 April 1919 and reached New York the following morning, anchoring in the familiar waters off Section Base No. 6.

Aramis shifted to pier "A", the Battery, on the afternoon of 6 April 1919, and, the following morning at 1005, embarked Rear Admiral Guy H. Burrage, and a party that included Mrs. William S. Sims and the Sims' children, Margaret, Adeline, and William, Jr., to await the triumphal return from Europe of Rear Admiral William S. Sims, the former commander of United States naval forces operating in European waters. Underway at 1040, the yacht proceeded down the harbor. The passage toward the reunion of the admiral and his family, however, came within a hairsbreadth of disaster.

At 1100, *Aramis* sighted a British freighter on a converging course and obligingly swung to the right side of the shipping channel as far as was practicable in order to give the merchantman the advantage of deeper water. *Aramis* blew one whistle signal and maintained her course and speed, but the steamer did not show any intention of slowing down and bore down on the yacht. Lt. (jg.) Tilt, in making his protest over the handling of the British merchantman, reported what followed: "The steamer . . . in going under our stern came so close that had the *Aramis* not thrown the wheel hard over left a collision would have occurred . . ."

Aramis resumed her harbor cruise soon thereafter, and the rest proceeded without further incident. She moored alongside the British Cunard liner SS *Mauretania* at 1600 and soon embarked her distinguished passenger, Admiral Sims. Docking at pier "A" a little under an hour later, she disembarked the reunited family and the other dignitaries who had been on board and returned to her section base soon thereafter.

Aramis remained in the New York area into the summer. She cruised to New London and back in late July before receiving orders, dated 9 August 1919, sending her to the Potomac River as the prospective relief for *Sylph*.

Departing New York on 8 September, *Aramis* reached the Washington Navy Yard on 13 September and remained there, being assigned duty, along with *Nokomis* (SP-609) as a "Navy Department tender." On 24 October, orders arrived directing the ships to sail for the New York Navy Yard to undergo conversion work. Returning to the New York Navy Yard on 10 November 1919, *Aramis* remained there for the rest of the year 1919 and for the entire year 1920, retained in commission but inactive. During this sojourn in Brooklyn, she was classified as a "patrol vessel, converted yacht," PY-7, on 17 July 1920.

Early the following year, it had been thought that *Aramis* would ultimately relieve *Sylph*, but the cost of necessary work to the former apparently caused a rethinking of the idea, and it was accordingly dropped between March and June, 1921. The Chief of Naval Operations subsequently directed the Commandant of the 3d Naval District on 3 September 1921 to place

Aramis out of commission "as soon as is practicable," "with a view toward the eventual recommissioning of this vessel." Accordingly, on 6 October 1921, *Aramis* (PY-7) was decommissioned at the New York Navy Yard.

Towed by the fleet tug *Iuka* (AT-37), *Aramis* reached the reserve basin at the Philadelphia Navy Yard on 9 October 1923 and remained inactive until redesignated as a "District Craft, Unclassified," in late 1924. She was then slated to serve as a tender and houseboat to *Nokomis* (PY-6), which was being assigned to survey duty off the coast of Cuba. Assigned to the 7th Naval District, *Aramis* was towed to Key West, Fla., by *Bay Spring* (AT-60) in December 1924.

For the next nine years, the yacht remained in operation in this fashion, kept in repair by the ship's force of *Nokomis* as that ship conducted important surveys ranging from Cardenas in the northern and northeastern coastline of Cuba. Finally, after she had deteriorated to the point where she was unfit for further naval service, *Aramis* was placed on the list of naval vessels to be disposed of by sale or salvage. Stripped of all useful items at the Naval Station, Guantanamo Bay, Cuba, by mid-July 1933, *Aramis* was struck from the Navy list on 20 July 1933.

She was sold to R. E. O'Fallon of Guantanamo Bay, Cuba, on 13 November 1933. Her ultimate fate is unknown.

Aranca

The name of two Pima Indian villages in southern Arizona.

The name *Aranca* was assigned to a *Hisada*-class large harbor tug, YTB-530, on 24 March 1945, but the contract for the construction of this district craft—scheduled to be built at Jacksonville, Fla., by the Gibbs Gas Engine Co.—was cancelled on, or slightly before, 1 October 1945.

Araner

One who hails from the Aran Islands, which are located off the western coast of Ireland, just outside the entrance to Galway Bay.

(IX-57: dp. 147; l. 106'5"; b. 25'2"; dr. 10'6"; s. 8 k.)

Faith—a wooden-hulled auxiliary ketch built in 1926 at Essex, Mass., by the Arthur D. Story Shipyard—was acquired by motion picture director John Ford in June 1934, refurbished, and renamed *Araner* in honor of the Aran Islands, whence his wife's family had come. During the 1930s, the yacht, "an impressive symbol of the wealth and power of her owner," served as a place where Ford could escape the bustle of Hollywood in the company of friends. The famed film director was appointed a lieutenant commander in the United States Naval Reserve in September 1934 and, according to one of his biographers, used *Araner* off Baja California for intelligence-gathering operations. In 1940, the commandant of the 11th Naval District commended Ford for his ". . . initiative in securing valuable information. . ." on that region.

After he was recalled to active duty in the summer of 1941, however, Ford had little use for his yacht. Shortly thereafter, America's entry into World War II in December 1941 prompted the Navy to acquire many private vessels—*Araner* among them—for local patrol duties. Taken over on a bare-boat charter on 27 January 1942, *Araner* was delivered to the Navy at the section base at San Diego, Calif. Classified as a miscellaneous auxiliary, and given the designation IX-57, she was placed in service on 26 February 1942. Assigned initially to the 11th Naval District and then, on 23 July 1942, to the Western Sea Frontier, the ketch operated out of San Diego, under sail power for much of the time, patrolling off Guadalupe and San Clemente Islands.

Transferred back to the 11th Naval District forces upon completion of her duties under the Commander, Western Sea Frontier, *Araner* was laid up at the Naval Frontier Base, San Diego, on 1 May 1944; and her crew transferred to YAG-6. Delivered to Mrs. John Ford on 12 July 1944, *Araner* was struck from the Navy list on 14 October 1944.

Ford continued to use the yacht until her rising operating expenses prompted him to sell her circa 1971. Acquired by Fran

M. Dimond, of Honolulu, the craft retained her name into 1974, when she was bought by the San Marino Travel Service. Still homeported at Honolulu, she was given back her original name, *Faith* in, or about, 1975. Renamed again, to *Windjammer*, a short time later, she was acquired by the Guam Rent-a-Car Company and served as a tourist-carrying craft into the early 1980s.

II

(IX-226: dp. 14,269 (f.); l. 422'8"; b. 57'; dr. 27'8-7/8"; cpl. 110; T. EC2-S-C1)

Liberty ship *Juan de Fuca* was laid down under a Maritime Commission contract (MCE hull 1747) on 15 November 1942 at Vancouver, Wash., by the Kaiser Co., Inc.; launched on 27 December 1942; and delivered to the War Shipping Administration (WSA) on 11 January 1943. Throughout World War II, she served as a cargo carrier operated under a WSA contract by the Weyerhaeuser Steamship Co. She was taken over by the Navy on bare boat charter on 23 September 1945; renamed *Araner* (IX-226); and placed in service that same day, Lt. Henry Morath in charge.

Araner appears to have contributed very little service to the United States Navy. She was inspected by an inspection and survey board at Leyte during October—the month following the beginning of her naval service. In January 1946, probably as a result of that inspection, she received orders to be towed to Subic Bay where all her naval gear was stripped pending her deactivation. On 22 August 1946, she was placed out of service at Subic Bay and simultaneously turned over to the Maritime Commission's War Shipping Administration for disposal. That organization finally sold her to the Asia Development Corp. on 3 March 1948 for scrapping. Her name was struck from the Navy list on 29 October 1948.

Arapaho

An important plains tribe of the Algonquian family—closely associated with the Cheyenne—who lived between the south fork of the Platte River and the headwaters of the Arkansas. The name itself may be derived from the Pawnee words "tirapihu" or "larapihu," meaning trader.

I

(Tug No. 14: dp. 575; l. 122'6"; b. 24'0"; dr. 12'10" (mean); s. 11 k.; cpl. 25; a. 2 3-pdrs.; cl. *Arapaho*)

The name *Arapaho* (sometimes spelled *Arapahoe*) was assigned on 9 May 1914 to a tug that had been laid down unnamed on 16 December 1913 at Seattle, Wash., by the Seattle Construction and Drydock Co. Launched on 20 June 1914, *Arapaho* was delivered to the Navy on 2 December 1914. Placed in an "in service" status as befitting a yard craft, *Arapaho* performed tug and tow duty at the Mare Island Navy Yard, Vallejo, Calif., through 1917. Classified as a fleet tug on 15 December 1915, the ship was commissioned on 8 February 1918 at the Mare Island Navy Yard, Lt. A. R. Hunter, USNRF, in command.

Ordered to the Atlantic Fleet, *Arapaho* departed Mare Island on 25 February 1918 and, after transiting the Panama Canal, reached Norfolk, Va., on 6 April 1918. The tug operated with the Atlantic Fleet, primarily out of Norfolk, through the armistice of 11 November 1918. Assigned to the Atlantic Fleet Train, *Arapaho* towed target rafts and barges and performed routine mooring buoy maintenance at Hampton Roads, and occasionally ranged with the fleet to Guantanamo and Guayancanabo Bays, Cuba, and Narragansett Bay, R.I.

During the fleet movement to Guantanamo in January 1920, *Arapaho*—in company with the minesweepers *Cormorant* (Minesweeper No. 40), *Quail* (Minesweeper No. 15), *Mallard* (Minesweeper No. 44), and *Lark* (Minesweeper No. 21)—towed target rafts and barges to Guantanamo for the fleet's use during the annual winter maneuvers there. Although detached from the Train on 1 January 1920, *Arapaho* was apparently not assigned to the 4th Naval District (Philadelphia, Pa.) until 29 February 1920. During the first year of operations out of her new home port and yard, she was classified as AT-14 during the fleet-wide assignment of alphanumeric hull numbers on 17 July 1920. That

autumn, in company with *Leonidas* (AD-7), she laid out a torpedo range between 19 October and 1 November 1920 in the lower Potomac. Upon completion of this duty, *Arapaho* returned to the Philadelphia Navy Yard for a resumption of her previous duties.

Arapaho remained assigned to the 4th Naval District until decommissioned at Philadelphia on the afternoon of 6 April 1922. She remained in reserve there—reclassified, while inactive, as a yard tug YT-121 on 27 February 1936—until struck from the Navy list on 22 December 1936. Two days later, *Arapaho* was ordered to be sold, and she was eventually purchased by A. S. Hughes' Sons, Philadelphia, on 5 May 1937.

II

(AT-68: dp. 1,589 (tl.); l. 205'0"; b. 38'6"; dr. 15'4"; s. 16.5 k. (tl.); cpl. 85; a. 1 3", 4 .50-cal. mg.; cl. *Navajo*)

The second *Arapaho* (AT-68) was laid down on 8 November 1941 at Charleston, S.C., by the Charleston Shipbuilding & Drydock Co.; launched on 22 June 1942; sponsored by Mrs. Alice Posey Hatcher; and commissioned on 20 January 1943, Lt. E. H. Wootan in command.

The tug conducted her shakedown training in the vicinity of Key West, Fla., and returned to Norfolk to prepare for a transatlantic voyage. On 19 March, she sailed for Casablanca, Morocco. There, she took the torpedo-damaged attack cargo ship *Almaack* (AKA-10) in tow for the voyage back to the United States. She and her charge arrived back in Norfolk on 20 May. In mid-June, the tug moved south to search the Florida Strait for the submarine *R-12* (SS-89) which had sunk as a result of battery explosions. After fruitlessly seeking this ship from 18 to 23 June, *Arapaho* set sail on 25 June—apparently from Key West—with a barge in tow on her way to Panama. She left the barge in the Canal Zone and continued her voyage to San Diego where she arrived on 15 July.

For the next three months, the tug conducted towing and salvage operations, first along the west coast and then, from early in September, out of Pearl Harbor. On 16 October, *Arapaho* departed Hawaii with two supply lighters in tow, bound for the Ellice Islands. She reached Funafuti on 30 October and began heavy towing operations between the Ellice and Gilbert Islands. For a time, she served as an antisubmarine guard ship at recently captured Tarawa Atoll. On 4 December, *Arapaho* embarked 12 civilians who had been liberated from a Japanese internment camp on Makin and set sail—via Funafuti—for Pearl Harbor. From Funafuti, the tug steamed in company with aircraft carrier *Independence* (CVL-22), severely damaged in the Gilberts operation by an aerial torpedo. The ships arrived at Pearl Harbor on 18 December.

Arapaho underwent repairs until near the end of the first week in January 1944. On 6 January, she headed back to the Gilberts. Over the next five months, the tug was based successively at Tarawa and Majuro, though she made numerous tows to other islands in the Gilbert, Marshall, and Ellice groups. By 13 June, she had moved her base of operations to Eniwetok where she engaged in harbor duty and salvage work. On 3 July, *Arapaho* set a course for Pearl Harbor which she reached on the 9th to begin a month of repairs. She returned to Eniwetok on 26 August and, except for a round-trip voyage to Guam, operated there until the second week in October.

At that time, she put to sea towing *ARD-15* and *YF-786* to Ulithi, Service Squadron (ServRon) 10's new advanced base, and, following her arrival at that atoll, worked in and out of its lagoon engaged in haror and salvage duties. Between 4 and 10 November, she assisted *Zuni* (ATF-95) in towing *Reno* (CL-96) into Ulithi. The light cruiser had been torpedoed by *I-41* off the San Bernardino Strait on the 3d. In December, the tug towed *Houston* (CL-81) from Ulithi to Manus in the Admiralty Islands. From there, she towed *YO-186* to Kossol Passage in the Palau Islands. After towing *LST-278* to Guam in January 1945, *Arapaho* returned to Ulithi on the 23d and began a major overhaul of her main propulsion plant. The ship completed repairs and returned to active duty on 18 March.

She operated out of Ulithi until mid-June when she moved to Guam. From there, the tug headed for Okinawa on 5 July with *ARD-26* in tow. *Arapaho* and the auxiliary repair dock arrived in Kerama Retto 10 days later. The tug remained at Okinawa until after the end of hostilities in mid-August. Late that month, she

voyaged back to Guam to pick up *ARD-21* for tow to Okinawa. She returned to Kerama Retto with her charge on 7 September and resumed local towing duty.

That assignment continued until 9 November 1945 when she began the long journey back to the United States. She stopped at Pearl Harbor for a few days early in December and arrived in San Pedro, Calif., on 27th. *Arapaho* remained at San Pedro assigned to the inactive fleet awaiting inactivation overhaul for a little more than a year. On 8 and 9 January 1947, she was towed to San Diego where she was decommissioned on 15 January 1947. She remained with the Pacific Reserve Fleet until July 1961. On 1 July 1961, her name was struck from the Navy list. On 10 July 1961, she was transferred to the Argentine Navy which commissioned her that same day as *Comandante General Zapiola*. The tug remained active with the Argentine Navy until November 1971 when she ran aground and was declared a total loss.

Arapaho (ATF-68) earned four battle stars during World War II.

Arapahoe

Arapahoe—a *Contoocook*-class screw sloop of war was slated to be built for the Union Navy late in the Civil War; but, due to the collapse of the Confederacy, plans for her construction were cancelled in 1866.

Arawak

A tribe of Indians who inhabited the West Indies and parts of South America at the time of the discovery of the Western Hemisphere.

(YTB-702: dp. 260; l. 100'0"; dr. 9'7" (f.); s. 12 k.; cl. *Hisada*)

Arawak (YTB-702) was laid down on 3 July 1945 at San Pedro, Calif., by the Bethlehem Steel Co.; launched on 30 August 1945; delivered to the Navy on 12 March 1946; and placed in reserve with the San Diego Group, Pacific Reserve Fleet. After remaining inactive for five years, the tug was placed in service in the 11th Naval District in March 1951. Based at San Diego, *Arawak* was active in the 11th Naval District for a little less than 37 years. In February 1962, she was reclassified a medium harbor tug and redesignated YTM-702. In December of 1985, *Arawak* was placed out of service, and her name was struck from the Navy list. She was disposed of by transfer to some unspecified agency.

Arawan II

(Yacht: dp. 61; l. 71'1"; b. 16'11"; dr. 9' (f.); s. 9 k.; cpl. 12; a. 1 1-pdr., 1 .30-cal. mg.)



Arawan II (SP-1), photographed during World War I. Note the canvas-covered .30-caliber machine gun aft, and 1-pounder forward. (NH 57039)

Arawan II (SP-1)—a motor yacht constructed in 1912 at Essington, Pa., by J. S. Shepard—was acquired by the Navy from Mr. Charles Longstreth on 27 March 1917 and commissioned at the Philadelphia Navy Yard on 9 April 1917, Lt. Comdr. Charles Longstreth, USNRF, in command.

Assigned to the section patrol, *Arawan II* served in the 4th Naval District throughout the time the United States participated in World War I, patrolling Delaware Bay and the Delaware River. On 29 November 1918, the yacht was placed out of commission at Philadelphia and was returned to her owner who had been her commanding officer throughout her naval service.

Arayat

A town in northeastern Pampanga province, on the island of Luzon, in the Philippines. The first *Arayat* retained her Spanish name. The second *Arayat* was named for the first.

I

(Gbt: dp. 243 (f.); l. 115'3" (wl.); b. 17'10"; dr. 6'6"; s. 10 k. (est.); cpl. 30; a. 1 6-pdr., 3 3-pdrs., 2 1-pdrs., 2 Colt mg.)

The first *Arayat*—an iron-hulled gunboat constructed for the Spanish Navy in 1888 at Cavite by the Manila Ship Co.—was sunk by the Spanish in the Pasig River, Luzon, in 1898 during the Spanish-American War; raised by the American Navy in 1899; rebuilt at Cavite Naval Station; and commissioned on 10 August 1900, Lt. William Rawle Shoemaker in command.

Arayat was taken into the Navy because of the need for shallow-draft gunboats to help suppress the Philippine insurrection which followed just after the conclusion of the Spanish-American War and Spain's cession of the islands to the United States. Her first period of commissioned service lasted exactly two years. During that time, the gunboat conducted patrols near Cebu, Luzon, and Panay and cooperated with Army troops on those islands. When not engaged in patrols and counterinsurgency duties, she also made oceanographic surveys of the islands. On 9 August 1902, the gunboat was placed out of commission at Cavite. She remained inactive there until recommissioned on 27 March 1905, Lt. Raymond D. Hasbrouck in command.

By the time of *Arayat's* reactivation, the Philippine insurrection had been declared officially at an end. Though Emilio Aguinaldo, the leader of the Philippine insurgents, had been captured and most of his army decimated, remnants of the force hung on and other roving bands of less idealistic character continued to provide the Army and the Navy with plenty of work. *Arayat* resumed her previous duties cooperating with Army troops, conducting patrols and making surveys of the seas, rivers, and harbors in the archipelago. Her second period of active service continued in that manner until 5 October 1907 at which time she was again placed out of commission at Cavite. She remained inactive there for 16 months before returning to full commission on 3 February 1909, Lt. Comdr. Matt H. Signor in command.

During her third and final tour of active duty, *Arayat* cruised the southern Philippines engaged in patrols against native pirates active in that area. That assignment lasted just over one year. On 11 April 1910, she was decommissioned at Cavite for the last time. *Arayat* was struck from the Navy list on 26 October 1910, and she was sold on 15 December 1910.

II

(IX-134: dp. 12,275 (f.); l. 431'1"; b. 52'0"; dr. 25'8" (f.); s. 9.7 k.; cpl. 117; a. 1 5", 5 40mm.)

The second *Arayat* (IX-134)—a tanker built in 1918 at Glasgow, Scotland, by the Fairfield Co., Ltd., as SS *Faireno*—was acquired by the Navy from the War Shipping Administration on 13 April 1944 at Brisbane, Australia, and commissioned there on 18 April 1944, Lt. M. Himelfarb in command.

On 28 April, she put to sea bound for the coast of New Guinea. She arrived at Milne Bay on 5 May where she began service as station tanker dispensing fuel oil to units of the 7th Fleet. She remained at that port until early March of 1945. On the 5th of that month, the tanker got underway for Hollandia, New Guinea, arrived in Humboldt Bay on the 13th, and began duty as station

tanker there. While at Hollandia, she made periodic runs to Tanahmerah Bay to replenish her oil supply, but spent most of her time at her base refueling American warships through the end of the war and into the autumn.

Late in October 1945, she moved to Seeadler Harbor at Manus Island in the Admiralties for repairs. On 6 November, she got underway for Pearl Harbor. *Arayat* stopped over at Pearl Harbor from 27 November to 4 December before continuing her voyage to the United States. She transited the Panama Canal on 3 January 1946 and arrived at Mobile, Ala., on the 14th. *Arayat* was decommissioned on 15 February 1946 and was delivered to the War Shipping Administration that same day for disposal. Her name was struck from the Navy list on 12 March 1946.

Arbiter

(CVE-51: dp. 9,800; l. 492'; b. 69'6"; ew. 111'2"; dr. 26'3"; s. 17 k.; a. 2 5", 16 40mm, 15 20mm, 18 ac.; cl. *Charger*; T. C3-S-A1)

St. Simon (ACV-51), originally classified as an auxiliary aircraft carrier, was laid down on 26 April 1943 at Tacoma, Wash., by the Seattle-Tacoma Shipbuilding Co., under a Maritime Commission contract (MC hull 262); reclassified as an escort aircraft carrier, CVE-51, on 15 July 1943; launched on 9 September 1943; sponsored by Mrs. R. H. Lewis, the wife of Major General R. H. Lewis, Commanding General, Northwestern Sector, Fort Lewis, Wash.; assigned to the Commercial Iron Works, Portland, Oreg., for the completion of construction; and delivered to the Royal Navy, under lend-lease, on 31 December 1943.

Renamed *Arbiter* and given the "pendant number" D.31 (while being carried on the United States' *Naval Vessel Register* with the classification BCVE-51, the escort carrier served in the Royal Navy for the duration of World War II. She earned "battle honors" in the Atlantic during 1944, serving on the western approaches to the British Isles, and in 1945 served as one of seven similar ships engaged in operating as an aircraft ferry supporting the British Pacific Fleet's train, bringing up replacement aircraft or providing combat air patrol for replenishment ships.

Returned at Norfolk, Va., on 23 February 1946, she was accepted by the United States Navy on 3 March 1946. Struck from the Navy list on 12 April 1946, the ship was sold to the Newport News Shipbuilding and Dry Dock Co., Newport News, Va., on 30 January 1947. Converted to the cargo ship *Coracero*, the former escort carrier served under two more names, *President Macapagal* from 1965 to 1972 and *Lucky Two* in 1972 before she was scrapped in Kaohsiung, Taiwan, in 1972.

Arbutus

Any of 20 species of evergreen shrubs or trees of the heath family found in southern Europe and western North America.

(Lht.: dp. 500; l. 145'0"; b. 25'0"; cpl. 22)

Arbutus—a lighthouse tender built in 1879 at Baltimore, Md.—was transferred to the Navy from the Lighthouse Service on 16 April 1917 and was commissioned on 4 June 1917. Operating under the orders of the Commandant, 5th Naval District, she served just over two years before being returned to the Lighthouse Service by an executive order dated 1 July 1919.

Arcade

(AM-143: dp. 650; l. 184'6"; b. 33'0"; dr. 9'9"; s. 14.8 k.; cpl. 104; a. 1 3", 4 40mm.; cl. *Admirable*)

Arcade (AM-143) was laid down on 8 June 1942 at Tampa, Fla., by the Tampa Shipbuilding Co.; launched on 7 December 1942; sponsored by Miss V. Zoll; and completed on 26 August 1943. Turned over to the USSR that same day under the lend-lease program, she served the Soviet Navy as *T-116*. Never returned,



Arcadia (AD-23), underway in this undated view from the 1960's. (NH 96652)

the minesweeper was carried on the Navy list—under the designation MSF-143 after 7 February 1955—until 1 January 1983 at which time her name was struck.

Arcadia

Arcadia is a picturesque district of the Peloponnesus in Greece, the traditional home of pastoral poetry; hence any region of ideal rustic simplicity and contentment. The motor patrol boat SP-577 and the cargo ship Id. No. 1605 were presumably named for the Peloponnesian district.

However, the destroyer tender AD-23 was apparently misnamed *Arcadia* in an effort to commemorate Acadia, the name for Nova Scotia before England expelled French colonists from the region of Canada in 1755. Henry Wadsworth Longfellow described the plight of these refugees—many of whom settled in southern Louisiana—in his epic poem *Evangeline*.

I

(MB: t. 30; l. 55'0"; b. 14'1"; dr. 4'3" (mean); s. 10.4 k.; cpl. 13; a. 1 3-pdr., 1 1-pdr., 2 mg.)

The first *Arcadia* was a wooden motorboat built in 1915 by Frank S. Terry in Brooklyn, N.Y., that the Navy acquired, by charter, for service as a section patrol boat. Taken over at New York on 8 October 1918, *Arcadia* was designated SP-856. No logs exist that record the nature of her duty, and there are conflicting dates as to her disposition. One source states the *Arcadia* was turned over to her owner and stricken from the Navy list on 6 November 1918, while another indicates that a lump sum for the charter of the craft had been determined on 3 February 1919 and that the boat had been authorized for return to her owner.

II

(Transport: dp. 7,138; l. 400'; b. 49'; dr. 25'3" (mean); s. 10 k.; cpl. 198; a. none)

The second *Arcadia* was a German steamship, originally built at Belfast, Ireland, by Harland and Wolff (builders of the famed *Titanic*) in 1896, which sought refuge in American waters at the outbreak of World War I. Seized by customs officials and turned over to the United States Shipping Board (USSB) upon the entry of the United States into World War I, *Arcadia* received a main battery of two 3-inch guns and an armed guard detachment to man them, and operated under the USSB auspices for the duration of hostilities.

After the removal of the guns and the armed guard at Baltimore, Md., on 4 December 1918, *Arcadia* was transferred to the Navy at Hoboken, N.J., on 20 January 1919 for the service with the Cruiser and Transport Force. Commissioned on the same day—Lt. Comdr. Peter F. Johnsen, USNRF, in command—the transport was fitted out for service and filled with cargo before shoving off for France on 2 February 1919.

Reaching French waters on 17 February, *Arcadia* put into St. Nazaire on 19 February and worked her cargo over the days that followed. Taking on ballast and embarking returning soldiers, the ship left St. Nazaire on 1 March and, after a rough passage, reached Newport News, Va., on the 17th. Then, after disembarking her passengers, she put into the Newport News Shipbuilding and Dry Dock Co., Newport News, for voyage repairs and alterations.

Upon completion of the yard period on 1 April, she departed the Virginia capes for another voyage to France. *Arcadia* reached Bordeaux on 20 April where she embarked more troops and a return cargo of "aeroplane and gun parts" before getting underway for New York on the 26th and arriving at the Bush Terminal on 11 May. *Arcadia* made one more voyage to Bordeaux during late May and early June, returning troops to Newport News for the second time, and one voyage apiece to St. Nazaire and Brest later that summer. In all, she conducted five round-trip voyages to France and back, ending the last two voyages at Hampton Roads and Hoboken, respectively, and bringing home more than 4,700 men.

Winding up her last voyage cycle on 11 September upon reaching Hoboken, *Arcadia* headed south the next day and proceeded down the eastern seaboard to Hampton Roads where she moored

alongside SS *West Loquassuck* at the Army Base at Bush Bluff, Va., on 12 September. A brief trip to the Newport News Shipbuilding and Dry Dock Co. then followed. She soon returned to Bush Bluff, where she was decommissioned on 29 September 1919. Her name was stricken from the Navy list the same day, and she was returned to the USSB. In 1923, the California Steamship Co. acquired the ship.

III

(AD-23: dp. 16,635; l. 492'; b. 69'6"; dr. 27'3"; s. 18.4 k.; cpl. 826; a. 1 5", 4 3", 4 40mm.; cl. *Klondike*)

The third *Arcadia* was laid down by Todd Shipyards Corp. on 6 March 1944 at Los Angeles, Calif.; launched on 19 November; sponsored by Mrs. Edward L. Beach, the widow of Capt. Edward L. Beach; fitted out at Terminal Island, San Pedro, Calif.; and commissioned on 13 September 1945, Capt. James M. Connally in command.

Following shakedown training off San Diego, the destroyer tender departed the west coast to join the Atlantic Fleet at Charleston, S.C. The war had been over for several months when she arrived at her berth on the Wando River on 1 December. *Arcadia* served as tender to destroyers joining the inactive fleet at Charleston, and she also developed the official program for decommissioning and inactivation to be used by tenders of her own class.

Arcadia was placed in commission, in reserve, on 7 February 1947 and served as accommodation vessel for Submarine Group 1 of the Charleston group, Atlantic Reserve Fleet. She was placed in full commission on 1 August 1951 and assigned a new home port, Newport, R.I., where she tended destroyers in the Narragansett Bay area.

Arcadia supported the Atlantic Fleet with repair services into the 1970's. She served as 6th Fleet destroyer tender during many deployments to the Mediterranean where she made working visits to such ports as Naples, Italy; Cannes, France; Valencia, Palma, and Barcelona, Spain; Lisbon, Portugal; Piraeus, Greece; and Istanbul, Turkey. The tender visited the Caribbean while exercising in yearly "Springboard" operations in the 1950's and 1960's, calling at ports in the Dominican Republic, Puerto Rico, Jamaica, and the Virgin Islands.

In October 1964, *Arcadia* steamed to Orange, Tex., to strip five mothballed high-speed transports for parts needed by active duty destroyers. The six-week trip netted nearly \$800,000 worth of parts and equipment for use by the ships of the Atlantic Fleet.

Although she serviced destroyers primarily, *Arcadia* was called upon in November 1966 to repair the aircraft carrier *Saratoga* (CV-60). The tender departed Newport on 19 November for the cruise to Mayport, Fla., where she remained until 13 December completing the repair work needed following a Mediterranean cruise. She returned to Newport and resumed her normal operations.

In both 1966 and 1967, *Arcadia* made cruises to Key West and Mayport to provide services to Destroyer Division 601, Destroyer Squadron 16, and reserve training destroyers from various ports in the Gulf of Mexico.

Arcadia was decommissioned on 28 June 1968, berthed in the National Defense Reserve Fleet contingent in the James River on 15 November, and formally transferred to the Maritime Administration on 30 June 1969. Her name was struck from the Navy list on 1 July 1973, and she was sold to Levin Metals of San Jose, Calif., in October 1975, and scrapped.

Arcady

(Yacht: t. 167; l. 140'; b. 18'6"; dr. 8'6" (forward); s. 13 k.; cpl. 23; a. 1 3-pdr., 2 mg.)

Arcady (SP-577)—a steam yacht constructed in 1898 at New York City by Samuel H. Pine—was purchased by the Navy from Mr. Arthur Meeker of Beverly, Mass., on 28 May 1917 and was placed in commission at Boston on 8 June 1917.

Initially assigned to the 1st Naval District, the converted yacht acted as duty and guard boat at the Boston Navy Yard. She also conducted patrols off Provincetown, Mass., and near the Cape Cod Canal. In October of 1918, *Arcady* was reassigned to the 2d Naval District and performed patrol duty out of the Submarine

Base, New London, Conn. That assignment lasted until April of 1919 at which time she moved to New York City. *Arcady* was placed out of commission at the Marine Basin in New York on 12 May 1919. Her name was struck from the Navy list on 17 May 1919; and, on 20 September 1919, she was sold to Mr. C. R. Stewart of Arlington, N.J.

Arcata

A village in Humboldt County, Calif., whose name is an Indian word meaning "sunny spot."

I

(CGC: dp. 140; l. 85'; b. 17'; dr. 10'4"; cpl. 15)

Arcata—a wooden-hulled Coast Guard cutter—was built in 1903 at San Francisco, Calif., by W. A. Boote and Son, and reported to her duty station at Port Townsend, Wash. Over the next few years, *Arcata* operated in the waters of the Pacific northwest, principally in the Puget Sound area, carrying out such duties as patrolling regattas, looking over fishing grounds, and occasionally working as a boarding vessel. With the outbreak of war in 1914, *Arcata* conducted patrols to make sure neutrality laws were obeyed.

Transferred to the Navy on 6 April 1917 upon the American entry into World War I, *Arcata* continued to perform similar duty in Puget Sound through the end of the war. Returned to the Coast Guard on 28 August 1919, *Arcata* operated under that service into the early 1930's.

II

(PC-601: dp. 280; l. 173'8"; b. 23'0"; dr. 10'10"; s. 20.2 k. (tl.); cpl. 65; a. 1 3", 2 20mm., 2 dep., 2 dct.; cl. *PC-461*)

PC-601 was laid down on 17 March 1942 at Morris Heights, N.Y., by the Consolidated Shipbuilding Corp.; launched on 23 May 1942; sponsored by Mrs. Junius S. Morgan; and commissioned on 1 September 1942, Lt. G. D. Tammers, USNR, in command.

The subchaser conducted shakedown training along the east coast of the United States in September and October and, in November, reported for duty with the West Sea Frontier. By the spring of 1943, she had begun to escort ships among bases on the Alaskan coast and in the Aleutian Islands.

A year later, early in April 1944, the ship proceeded to Seattle for two months of duty before continuing south to San Francisco where she served until late September. At that time, the subchaser moved west to Pearl Harbor. Early in October, she headed for Eniwetok in the Marshalls. Upon her arrival there, *PC-601* began escorting convoys between American bases in the Marshalls, the Marianas, and the Carolines. She remained so occupied through the end of World War II and into the fall of 1945. After returning to the west coast of the United States via Pearl Harbor in the spring of 1946, *PC-601* was placed out of commission at Astoria, Oreg., on 27 July 1946. Berthed with the Columbia River Group, Pacific Reserve Fleet, she remained inactive for the rest of her career. In February of 1956, she was named *Arcata*. Her name was struck from the Navy list in July 1960, and she was sold in April 1961.

III

(YTB-768: dp. 356 (f.); l. 109'; b. 31'; dr. 14'; s. 12 k. (tl.); cpl. 12; cl. *Natick*)

The third *Arcata* (YTB-768) was laid down in May 1963 at Mobile, Ala., by Mobile Ship Repair, Inc.; launched on 30 November 1963; and completed in April 1964.

After completing her trials, *Arcata* was placed in service and, by March of 1965, was permanently assigned to the 13th Naval District, based at Seattle, Wash. Since that time, she has provided harbor tug services to ships in the waters of the 13th Naval District. As of the beginning of 1987, *Arcata* was still active at Seattle.

(AM-144: dp. 650; l. 184'6"; b. 33'0"; dr. 9'9"; s. 14.8 k.; cpl. 104; a. 1 3", 4 40mm.; cl. *Admirable*)

Arch (AM-144) was laid down on 18 October 1942 at Tampa, Fla., by the Tampa Shipbuilding Co.; launched on 7 December 1942; sponsored by Mrs. A. M. Kearny; and completed on 6 September 1943. Transferred to the USSR under the lend-lease program, she served the Soviet Navy as *T-117*. Never returned to the United States, the minesweeper was carried on the American Navy list—as MSF-44 after 7 February 1955—until her name was struck on 1 January 1983.

Archer

Branch Tanner Archer was born on 13 December 1790 in Farquhar County, Va. He apparently studied medicine in Philadelphia, Pa., and practised that profession for some years in Virginia. He also appears to have started his political career in Virginia as well, serving one or two terms in the state legislature. In 1831, he moved to Texas—then a province of Mexico—and settled in Brazoria. There, he became enmeshed in the disputes between American immigrants and the government in Mexico City and represented the town in its demand for the modification of objectionable port regulations. Later, he spoke for the entire district surrounding Brazoria in the convention of April 1833. During that meeting, the Americans in Texas adopted a provisional constitution and requested that Texas be accepted as a state in the Mexican Confederation rather than remain a province.

Archer again served as Brazoria's representative in November 1835 at the "consultation" called to settle the attitude of Texas toward the changes being made to the Mexican constitution of 1824 by Santa Ana. War, however, erupted before the "consultation" met, and the overriding question quickly became what Texans were trying to achieve by their fighting. Though Archer probably favored independence, he acquiesced to a less radical resolution supporting the Mexican constitution of 1824 but opposing the centralizing machinations of the Santa Ana government. In other words, the initial policy of the Texans became local autonomy but still recognizing Mexican sovereignty.

However, regardless of their ultimate goals, the Texans needed assistance at that particular time because they were fighting the central government. Accordingly, a three-man mission to the United States—consisting of Stephen F. Austin, William H. Wharton, and Archer—went to New Orleans, La., in January 1836 and secured loans totalling around a quarter of a million dollars. Their ensuing trip up the Mississippi generated a great deal of sympathy for the Texas cause and no doubt contributed to the subsequent large influx of Americans into Texas. While the three men were still in the United States, Texas declared its independence on 2 March 1836.

American support for the Texans remained private rather than public. Despite the excellent official contacts of Archer and his colleagues, no one in Washington would countenance official intervention in the Texas war for independence. Consequently, the three men returned to Texas to participate in the establishment of a government for the infant republic. Archer joined with Wharton to support Austin in his unsuccessful bid for the presidency of Texas. He also served as a member of the first congress of Texas and was elected speaker of the lower house during its second session. In 1838, he became secretary of war in the administration of Mirabeau B. Lamar, a post he held until 1842. At that time, he apparently retired from public life. Archer died at Brazoria on 22 September 1856.

(Brig: t. 419; l. 112'; b. 29'; dph. 11'; a. 18 guns)

Galveston—an 18-gun brig built in 1839 and 1840 at Baltimore, Md., by Schott & Whitney—reached the Texas coast at Galveston in the spring of 1840—probably in the month of April. Soon renamed *Archer*, she appears to have taken little or no part in the operations of the Texas Navy against Mexico. She was taken over by the United States Navy along with the rest of the Texas Navy on 11 May 1846 after the annexation of Texas by the United States. An inspection proved her to be unfit for service, and she

was never placed in commission by the United States Navy. Sources suggest that she was sold in 1847.

Archer (BAGV-1)—a merchant ship constructed in 1939 at Chester, Pa., by the Sun Shipbuilding & Drydock Co.—was acquired by the Navy from the Maritime Commission on 6 May 1941. She was converted to an aircraft escort vessel at the Newport News Shipbuilding & Drydock Co. during the summer and fall of 1941. She completed conversion on 15 November and arrived in New York on the 17th. The following day, she was turned over to the Royal Navy and commissioned as HMS *Archer*. The warship served through World War II with the Royal Navy's Western Approaches command shepherding convoys into the British Isles and patrolling against German U-boats. She was returned to the United States Navy on 9 January 1946, and her name was struck from the Navy list on 26 February 1946. She was sold through the Maritime Commission on 30 September 1947 to Mr. Joseph Fitzgerald Luley of New York City. She was refitted as a merchantman and served under a succession of names into the early 1960's. From 1946 to 1949, her name was *Empire Lagan*. In 1949, she became *Anna Salen*. That name remained until 1955, at which time the name *Tasmania* was assigned to her. Her final name—*Union Reliance*—came in 1961. She was scrapped at New Orleans, La., in March of 1962.

Archer, Daisy, see *Daisy Archer*.

Archerfish

A small, silvery fish with dark spots on its flanks. The archerfish—found between India and Australia—is unusual in its ability to project a powerful spout of water at its insect prey.

I

(SS-311: dp. 1,525 (surf.), 2,415 (subm.); l. 311'8"; b. 27'3"; dr. 15'3"; s. 20.25 k. (surf.), 8.75 k. (subm.); cpl. 80; a. 10 21" tt., 1 5", 1 40mm.; cl. *Balao*)

The first *Archerfish* (SS-311) was laid down on 22 January 1943 by the Portsmouth (N.H.) Navy Yard; launched on 28 May 1943; sponsored by Miss Malvina C. Thompson; and commissioned on 4 September 1943, Lt. Comdr. G. W. Kehl in command.

The submarine held shakedown training through the first part of November off the New England coast, and headed via the Panama Canal for Hawaii. She arrived at Pearl Harbor on 29 November 1943, and joined the Pacific Fleet.

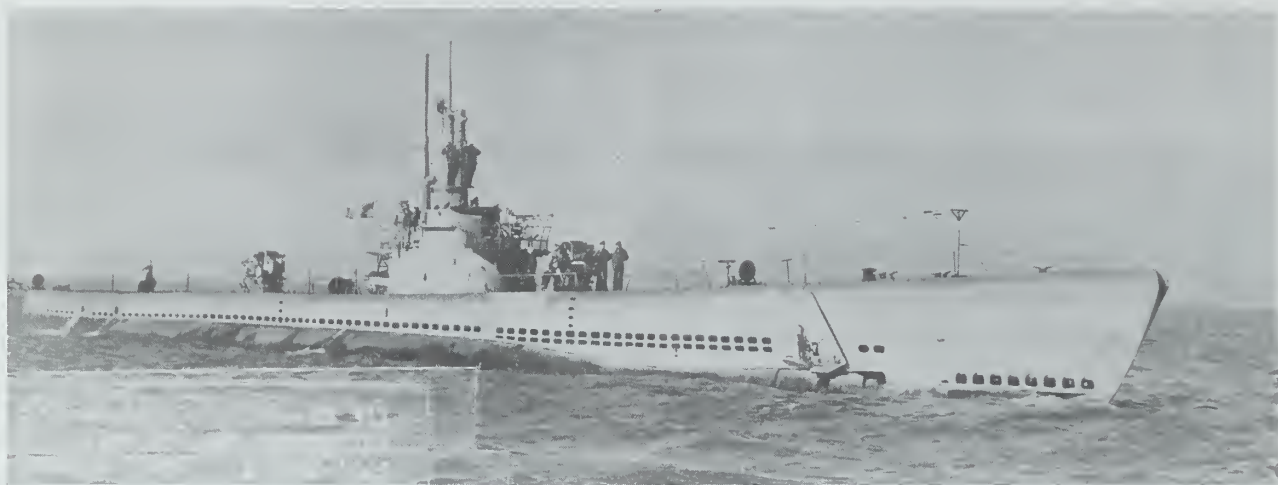
After receiving voyage repairs and undergoing training exercises, *Archerfish* got underway on 23 December for her first war patrol. She paused at Midway on the 27th to refuel before proceeding on to her patrol area north of Formosa. During this patrol she attacked three ships, but scored no kills before returning to Midway on 16 February 1944 for repairs and training.

The submarine stood out of Midway on 16 March 1944 on her second war patrol but encountered no Japanese targets during her 42 days at sea, mostly near the Palau Islands. She returned to the Pearl Harbor Submarine Base, via Johnston Island, on 27 April to commence refitting.

A month and a day later, *Archerfish* left Pearl Harbor, bound for the Bonin Islands area and her third patrol. Assigned life-guard duty during the strikes against Iwo Jima on 4 July, she rescued one drowned aviator before returning to Midway on 15 July.

After a refit alongside tender *Proteus* (AS-19) and training exercises, *Archerfish* got underway again on 7 August to begin another patrol. After prowling the waters off Honshu for more than a month without bagging any enemy ships—which by then had become scarce—the submarine returned to Pearl Harbor on 29 September, ending 53 days at sea.

Archerfish left Hawaii on 30 October, visited Saipan on 9 November for quick voyage repairs, and departed two days later to carry out her next patrol on which her primary mission was to provide life-guard services for the first B-29 strikes against Tokyo. On the 28th, she received word that no air raids would be launched that day. That evening, the submarine sighted a large Japanese



Archerfish (SS-311), off Hunters Point, 5 June 1945, in Measure 32/3SS-B camouflage: light gray, medium gray, and dull black. (19-N-87175)

aircraft carrier screened by four escorts leaving Tokyo Bay. After a dogged six and one-half hour surface pursuit of the elusive, high-speed target, she finally obtained a position ahead of her quarry, took careful aim, and unleashed six torpedoes. Moments later, a great glowing ball of fire climbed up the Japanese ship's side and the Americans soon heard a series of tremendous explosions while the enemy vessel disintegrated. Not until after the end of the war did the Americans learn that *Archerfish* had sunk the still unfinished *Shinano*, a 59,000-ton Japanese aircraft carrier, probably the largest warship ever sunk. *Archerfish* received the Presidential Unit Citation for this action. The patrol ended at Guam on 15 December after 48 days on station.

While her officers and crew spent the holidays at a rest and recreation camp located on Guam, *Archerfish* underwent refit at the island. On 10 January 1945, the submarine got underway for her sixth patrol. This mission took her to waters in the South China Sea off Hong Kong and the southern tip of Formosa. She damaged one unidentified target during this patrol which she terminated on 3 March, three days earlier than scheduled, due to bow plane problems. *Archerfish* touched at Saipan and Pearl Harbor before arriving back in the United States at San Francisco on 13 March. She then proceeded to the Hunters Point Navy Yard for overhaul and drydocking.

Following completion of the yard work, *Archerfish* sailed on 14 June 1945 for Oahu. She arrived at Pearl Harbor on 22 June and commenced voyage repairs and training exercises. The submarine got underway on 10 July for her seventh and last war patrol, which she conducted in the area off the east coast of Honshu and the south coast of Hokkaido, providing lifeguard services for B-29 bombers striking the Japanese home islands. She was still off Hokkaido on 15 August when word of the Japanese capitulation arrived. *Archerfish* was one of 12 submarines that entered Tokyo Bay on 31 August and moored alongside the tender *Proteus*, near the Yokosuka Navy Yard. After the Japanese surrender ceremony on board battleship *Missouri* (BB-63) on 2 September, *Archerfish* departed Tokyo Bay, bound for Pearl Harbor, and arrived there on the 12th. She was then assigned to Submarine Squadron 1 for duty and training.

The submarine left Pearl Harbor on 2 January 1946, bound for San Francisco. From her arrival on 8 January until 13 March the ship's force was busy carrying out her preactivation overhaul. On the latter day, she proceeded to the Mare Island Naval Shipyard where the final stages of inactivation were completed. *Archerfish* was decommissioned on 12 June 1946 and placed in the Pacific Reserve Group berthed in the Mare Island Naval Shipyard.

On 7 January 1952, because of the necessity of augmenting the Fleet resulting from the communist invasion of South Korea, the submarine began preparations for reactivation. She was recommissioned on 7 March and reported for duty to the Pacific Fleet on the 26th. The next day she sailed for three weeks of shake-

down training out of San Diego. However, a fire broke out in her maneuvering room on 28 March, and the ship returned to the Mare Island Naval Shipyard under her own power for a restricted availability to have the damage corrected.

The repairs were completed on 27 May 1952, and *Archerfish* held shakedown off the west coast. She then transited the Panama Canal and joined the Atlantic Fleet on 3 July. Attached to Submarine Squadron 12, she operated out of Key West, Fla., visiting such places as Santiago and Guantanamo Bay, Cuba; Port-au-Prince, Haiti; San Juan, Puerto Rico; and Trinidad, British West Indies. The vessel departed Key West on 25 April 1955 and proceeded to the Philadelphia Naval Shipyard for decommissioning. After completing her inactivation overhaul, the ship was towed to New London, Conn., and was decommissioned on 21 October 1955.

The submarine was reactivated at New London in July 1957, placed back in commission on 1 August, and again joined Submarine Squadron 12 at Key West. On 13 January 1958, she got underway for a cruise under the technical supervision of the Navy Hydrographic Office. On this deployment, she visited Recife, Brazil, and Trinidad. Upon completion of that mission, she provided services for the fleet training commands at Key West and Guantanamo Bay.

In early 1960, *Archerfish* was chosen to participate in Operation "Sea Scan," a scientific study of marine weather conditions, water composition, ocean depths, and temperature ranges. She entered the Philadelphia Naval Shipyard in January to be specially equipped for this new mission. During this time, the vessel was redesignated an auxiliary submarine, AGSS-311. Embarking a team of civilian scientists, she commenced the first phase of Operation "Sea Scan" on 18 May. On the cruise, the submarine visited Portsmouth, England; Hammerfest and Bergen, Norway; Faslane, Scotland; Thule, Godthaab, and Julianehaab, Greenland; Belfast, Northern Ireland; and Halifax, Nova Scotia, before mooring at New London on 3 December.

After six weeks of upkeep, *Archerfish* got underway on 20 January 1961 for the Pacific phase of Operation "Sea Scan," transited the Panama Canal on 6 February, and proceeded via San Diego to Hawaii. She left Pearl Harbor on 27 March. During her operations the submarine visited Yokosuka and Hakodate, Japan; Hong Kong; Subic Bay, Philippines; Bangkok, Thailand; Penang, Malaya; Colombo, Ceylon; and Fremantle, Australia, and closed out 1961 moored at Yokosuka.

Phase two of Operation "Sea Scan" continued during the early months of 1962 with operations in the western Pacific area and port calls at Sasebo, Japan; Guam; and Cebu City, Philippines. Early in March, the submarine completed phase two and proceeded via Pago Pago to Pearl Harbor. On 27 April she entered the San Francisco Naval Shipyard for overhaul. After completion of overhaul, the submarine moved to San Diego for a two-week upkeep. She then commenced phase three of Opera-

tion "Sea Scan" in the eastern Pacific area, with stops in Pearl Harbor and Midway, and returned to San Diego for the Christmas holidays.

Archerfish departed San Diego on 10 January 1963, bound for Yokosuka, where she began a three-week upkeep period. Following two and one-half months of operations she returned to the United States for a brief visit to San Francisco before reentering Pearl Harbor early in May. Late May and most of June were devoted to surveying off the northwest coast of the United States and Canada, with port calls in Portland, Oreg.; Seattle, Wash.; and Vancouver, B.C. The submarine was back in Yokosuka for drydocking in July and August before beginning three months of continuous surveying in the mid-Pacific, broken only by brief fueling and upkeep stops at Midway and Pearl Harbor. She departed Yokosuka on 25 November for an extended cruise to the southern hemisphere, arrived in Australia in mid-December, and took a three-week holiday in Newcastle and Sydney. From the latter port, *Archerfish* traveled to Guam for a two-week upkeep in late January 1964 and finally reached Pearl Harbor on 5 March.

Departing Pearl Harbor on 30 March, the ship continued "Sea Scan" operations in the eastern Pacific. She visited San Francisco in April and Vancouver, B.C., in May before returning to Pearl Harbor on 25 May, ending the third phase of Operation "Sea Scan."

Archerfish began an extended fourth and final phase of Operation "Sea Scan" when she left Pearl Harbor on 17 June and headed for the eastern Pacific. She made port calls during July at Seattle and Olympia, Wash., and returned to Pearl Harbor on 19 August for a three-week upkeep and drydocking before undertaking a cruise to the South Pacific. The submarine sailed on 9 September for the Fiji Islands. After briefly touching Suva, she headed for Auckland, New Zealand, for an 11-day visit. Her next stop was Wellington, New Zealand, but she left New Zealand on 19 October and arrived in Yokosuka on 6 November. She

got underway again on 27 November to continue survey operations in the Caroline Islands area. After spending New Year's Eve in Guam, the ship sailed for Subic Bay, Philippines, where she closed the year in upkeep.

For the remaining three and one-half years of her Navy career, *Archerfish* continued carrying out various research assignments throughout the eastern Pacific region. In early 1968, *Archerfish* was declared unfit for further naval service and was struck from the Navy list on 1 May 1968. She was sunk off San Diego as a torpedo target by *Snook* (SS-592) on 19 October 1968.

Archerfish received seven battle stars and one Presidential Unit Citation for her World War II service.

II

(SSN-678: dp. 3,640 (surf.), 4,650 (subm.); l. 292'2"; b. 31'8"; dr. 29'5"; s. 20+ k.; cpl. 120; a. 4 21" tt., SUBROC; cl. *Sturgeon*)

The second *Archerfish* (SSN-678) was laid down on 19 June 1969 at Groton, Conn., by the Electric Boat Division, General Dynamics Corp.; launched on 16 January 1971; sponsored by Miss Mary Conover Warner; and commissioned at New London, Conn., on 17 December 1971, Comdr. Ralph Gordon Bird in command.

Following her commissioning, the nuclear submarine proceeded to Newport, R.I., in late January 1972 and then to the Caribbean for shakedown training. She held acoustic sea trials in Exuma Sound and weapons systems acceptance trials at Roosevelt Roads, Puerto Rico, and at St. Croix, Virgin Islands. The submarine carried out tests off the Bahamas in April and May.

From 5 to 15 June, *Archerfish* participated in NATO Exercise "Pink Lace" in the mid-Atlantic. In August, she took part in antisubmarine warfare (ASW) Exercise 1-73. On 5 September, the warship began post-shakedown availability in the Electric Boat Division yards at Groton where she received extensive



Archerfish (SSN-678), 14 September 1971, off the east coast of the United States. (USN 1194880)

modifications and new equipment. The nuclear submarine left the shipyard on 26 October and spent the rest of the year in local operations and preparation for overseas movement.

On 6 January 1973, *Archerfish* left Groton and shaped a course for the Mediterranean. During her deployment, the submarine conducted two special operations and visited Rota, Spain, and Naples, Italy. She arrived back at New London on 19 June. The warship got underway again in August for the Bahamas to participate in LANTSUBEX Kilo 1-74. *Archerfish* provided services in support of a special project under the direction of the Chief of Naval Operations in the western Atlantic during the last half of September. She then traveled to a testing range off the Bahamas, held torpedo certification trials, and arrived back at New London on 12 October for extensive training in preparation for deployment.

The submarine left her home port on 7 January 1974 for special operations in the North Atlantic. During this cruise, she visited Faslane, Scotland, before returning to New London on 8 March. Following upkeep, she sailed to the Narragansett Bay in early May to carry out sonar evaluation projects. On 27 May, she proceeded to Port Everglades, Fla., for further testing. The submarine then continued on to the Caribbean to take part in LANTSUBEX Kilo 2-74 near the Bahamas. On 10 June, *Archerfish* arrived back at her home port and began testing and evaluating new sonar equipment.

Archerfish set sail for the Bahamas once again on 9 September to participate in LANTSUBEX Kilo 1-75. Upon its completion, she took part in mine testing near Port Everglades. The submarines returned to the Caribbean on 30 October for torpedo proficiency firings. From 5 to 18 November, she participated in SUBASWEX 1-75 and then returned to New London for a period of leave and upkeep.

In February and March 1975, *Archerfish* carried out special operations in the western Atlantic. She then took part in Operation "Agate Punch" from 14 to 28 April. That exercise involved the development and utilization of tactics in direct support of other ships of the Atlantic Fleet. During the summer months, *Archerfish* carried out a western Atlantic deployment, which also included a port call at Halifax, Nova Scotia. In November and December, the vessel was involved in two additional tactical development exercises, RANGEX 2-76 and SECEX 3-75. She also conducted torpedo tests.

After a period of holiday leave and upkeep, *Archerfish* took part in SUBASWEX 1-76 in February 1976 before commencing a deployment to the North Atlantic in March. During April and May, she carried out independent operations and returned to her home port in June. The warship moved to Portsmouth, Va., where she began overhaul at the Norfolk Naval Shipyard on 7 July.

During her sea trials in May of 1977, the submarine's home port was changed from New London to Norfolk on the 12th. *Archerfish* began shakedown on 8 June. She held torpedo proficiency firings and made port visits at Port Everglades and Port Canaveral, Fla. The nuclear submarine returned to Norfolk on 8 July and began upkeep. The warship got underway again on 21 August for a cruise during which she hosted a class of prospective commanding officers. She also carried out torpedo tests and made a stop at Port Everglades. *Archerfish* arrived back at Norfolk on 6 September but set sail again on the 12th, bound for the West Indies to conduct torpedo test firings off the Bahamas and to perform special sonar tests in the Atlantic.

Upon returning to Norfolk on 28 September, the submarine began preparations for overseas movement. She left Norfolk on 12 December; crossed the Atlantic; spent the Christmas holidays in port at Lisbon, Portugal; and entered the Mediterranean on 28 December. While operating with the 6th Fleet, the submarine participated in CNO Project "Over the Horizon Testing" and, during the month of March 1978, took part in Exercise "Dogfish." She arrived back at her home port in May.

During the period from 2 July to 4 August, *Archerfish* conducted a midshipman training cruise. On 23 August, she began participation in Exercise "Northern Wedding" a NATO exercise that occupied the nuclear submarine through 8 October. She then returned to Norfolk for leave and upkeep followed by preparations for cold weather drills in early 1979. *Archerfish* got underway for the Arctic on 14 March 1979. During her cruise, the submarine traveled over 9,000 miles under the ice and surfaced through the polar ice pack 23 times, once at the North Pole. *Archerfish* arrived in Plymouth, England, on 11 May for a

six-day visit and then proceeded to Zeebrugge, Belgium. She left Belgium on 21 May; sailed westward across the Atlantic; and arrived at New London, her new home port, on 5 June.

In mid-July, *Archerfish* entered the Portsmouth (N.H.) Naval Shipyard for a restricted availability. She got underway again on 3 October and headed to the West Indies for acoustic trials and weapons testing. The warship arrived back at New London on 21 November and ended the year there in upkeep.

On 23 January 1980, the submarine got underway to take part in RANGEX 1-80, a multi-ship ASW exercise held in the Atlantic. She returned to New London on 10 February, and remained there until proceeding to Hampton Roads in mid-March to enter the Newport News Shipbuilding & Drydock Co. for the replacement of a sonar dome. That work was completed on 1 April, and *Archerfish* returned to her home port to prepare for another deployment. On 23 May, she set sail for the North Atlantic to conduct special operations. During the cruise, the submarine made port calls in Norway and West Germany before arriving back at New London on 25 August.

Archerfish returned to the West Indies in mid-October for torpedo testing off the Bahamas. The nuclear submarine paused at Norfolk for deperming before returning to New London on 30 October. She got underway on 17 November to take part in LANTSUBASWEX 2-81. Upon completing the exercise on the 26th, the submarine returned to her home port to begin a series of inspections. *Archerfish* continued operations from New London into early 1981. During the years 1981 and 1982, the nuclear submarine alternated two spring deployments to the Mediterranean Sea with normal operations out of New London during the fall and winter. In February 1983, *Archerfish* began regular overhaul at the Portsmouth (N.H.) Naval Shipyard. The extended repair period lasted until October of 1984 at which time she resumed duty out of New London. Those operations—interrupted by an occasional goodwill voyage to European ports—occupied the warship through the end of 1986.

Arco

A town in south central Idaho. It is the seat of government for Butte County and is located near the site of the Lost River Nuclear Reactor Testing Station established in 1949.

I

(ARD-29: l. 491'8"; b. 81'0"; dr. 5'8" (light), 33'3" (subm.); cl. ARD-12)

ARD-29—a floating drydock constructed in 1944 at Alameda, Calif., by the Pacific Bridge Co.—was employed by the Navy at the Naval Repair Base at San Diego during the latter part of 1944 and the beginning of 1945. Early in 1945, the drydock began to receive modifications at the Kaiser Cargo yard at Richmond, Calif., in preparation for assignment to advanced bases in the Pacific. She was placed in commission on 23 June 1945, Lt. Hector Phillips, USNR, in command.

ARD-29 visited Everett, Wash., for about a month before getting underway for the Central Pacific on 22 July. She stopped en route at Kwajalein in the Marshall Islands to change tugs and then continued on to the Marianas on 24 August under tow by *Waterree* (ATF-117). The floating drydock arrived at Guam on 2 September and operated there and later at Okinawa until late in 1946 when she was transferred to Pearl Harbor. ARD-29 provided repair services to Pacific Fleet ships at Pearl Harbor until the beginning of 1959. At that time, she was towed back to Guam where she served out the last 12 years of her Navy career. During this assignment, she was named *Arco* on 28 March 1967. On 1 November 1971, *Arco* was loaned to the Imperial Iranian Navy. Late in 1977, her name was struck from the Navy list. As of the end of 1984, she was still on the active list of the Iranian Navy as *Drydock No. 400*.

II

(ARDM-5: l. 492'; b. 96'; height 61'; lifting capacity 7,800 tons; cl. *Arco*)

The second *Arco* (ARDM-5)—a medium auxiliary repair drydock—was laid down on 9 May 1983 at Seattle, Wash., by the



Arctic, 9 November 1898, with her crew posed on the forecastle. Note the Civil War-vintage Parrott rifled gun. (NH 57632)

Todd-Pacific Shipyards Corp.; launched on 14 December 1884; delivered to the Navy at Bremerton, Wash., on 27 February 1886; towed to San Diego between 19 and 27 March 1886; and placed in service at the Naval Station, San Diego, on 23 June 1886, Comdr. Richard A. Riddle in command.

Arco completed final contract trials at San Diego late in August 1886. The floating drydock then began active service in support of the Submarine Force, Pacific Fleet, under the immediate supervision of the Commander, Submarine Group 5. As of the beginning of 1987, she was still drydocking and repairing units of the Pacific Fleet Submarine Force at the Submarine Base, San Diego.

Arctic

The region surrounding the North Pole. It extends outward from the pole to 70° north latitude.

I

(ScStr: t. 125; a. 1 12-pdr.)

The first *Arctic*—a screw steamer built by the Philadelphia Navy Yard in 1855—was commissioned for the purpose of rescuing the Arctic expedition under the command of Passed Assistant Surgeon Elisha K. Kane. She put to sea from New York in company with *Release* on 4 June 1855. The two ships found Kane and his men at Discoe Island where they had arrived after a

hazardous 84-day journey over pack ice and through water in open boats. *Arctic* and *Release* returned to the United States with Kane and his party in the fall of 1855.

In July 1856, the ship returned to sea to make soundings in preparation for the laying of the first Atlantic cable. By late in the month, she was at St. Johns, Newfoundland, where she began her series of soundings. *Arctic* arrived at Queenstown in Ireland on 23 August. Heading back to St. Johns, the ship completed more soundings for the cable before arriving at her destination on 30 September. She moved from St. Johns back to New York where she was decommissioned on 21 October 1856.

In 1857 and early 1858, the ship served in the Coast Survey making further cable soundings. Between May and July of 1858, *Arctic* cruised the waters around Cuba in company with an American squadron sent there to protect American merchantmen from British cruisers still practicing their so-called "right" of visit and search. Early in 1859, her machinery was removed, and *Arctic* was turned over to the Lighthouse Service to do duty as a lightship. After 20 years of service off the North Carolina coast, she was sold at public auction on 16 April 1879.

II

(SwStr: dp. 1,537; l. 198'6"; b. 33'3"; dr. 12'0" (mean))

At the outbreak of war between the United States and Spain, *Ice Boat No. 3*—a sidewheel steamer built in 1873 by Wood, Dialogue, and Co.—was owned by the city of Philadelphia. Leased by the Navy Department, *Ice Boat No. 3* was renamed *Arctic*

and commissioned on 9 July 1898, Lt. George C. Stout in command.

Assigned to the Auxiliary Naval Force, *Arctic* served as a refrigerator ship, headquartered at Philadelphia, and made one trip to the Delaware Breakwater and back, via New Castle and Lewes, Del., between 28 July and 16 August. Decommissioned on 23 August 1898, *Arctic* was returned to the city of Philadelphia soon thereafter and resumed her prewar pursuits, presumably as *Ice Boat No. 3*.

III

(Tug: t. 197; l. 111'6"; b. 25'3"; dr. 12'3" (mean); s. 10 k.; cpl. 25; a. 1 3", 2 mg.)

The wooden-hulled steam tug *Arctic*—built in 1913 at Eagle Harbor, Wash., by Hall Bros.—was inspected by the Navy on 17 October 1917 and found to be suitable for naval service. Accordingly, her owner, the Independent Asphalt Paving Co., of Seattle, Wash., delivered the tug to the Navy on 4 December 1917. Fitted out at the Puget Sound Navy Yard, Bremerton, Wash., and designated SP-1158, *Arctic* was placed in commission there on 15 January 1918, Lt. (jg.) Ernest G. Heinrici, USNRF, in command.

After escorting SC-302 to San Diego, *Arctic* towed two coal barges through the Panama Canal and proceeded to Hampton Roads, Va., where she arrived early in May and began preparations for "distant service." Assigned to Division 11, Patrol Force, *Arctic* departed New London, Conn., on 18 May as one of the escorts for a convoy which included 27 submarine chasers. After shepherding her charges to Bermuda, the tug proceeded on to Ponta Delgada, in the Azores, on escort duty before returning to New London in mid-August 1918. For the remainder of the year 1918, she operated between New London, the Azores, and Bermuda.

Assigned then to the Fleet Train, *Arctic* operated with the Atlantic Fleet from February to May 1919, towing targets during gunnery exercises out of Guantanamo Bay, Cuba, and transporting ammunition within the waters of the 5th Naval District. After proceeding from that port to Havana, *Arctic* was decommissioned on 8 July 1919, simultaneously stricken from the Naval Vessel Register, and turned over to the M. J. Dady Engineering and Contracting Co., which had purchased the vessel from her prewar owner.

IV

(AF-7: dp. 12,600; l. 416'6"; b. 53'; dr. 26'5"; s. 11 k.; cpl. 211; a. none; cl. *Arctic*)

Yamhill—a steel-hulled, single-screw freighter built in 1919 at Oakland, Calif., by the Moore Shipbuilding Co. under a United States Shipping Board contract—was acquired by the Navy from

the Shipping Board on 4 November 1921 for use as a storeship. Renamed *Arctic* (AF-7) on 2 November 1921, she was commissioned at the New York Navy Yard on 7 November 1921, Lt. Comdr. Charles H. Bullock in command.

Assigned to the Base Force, Pacific Fleet, *Arctic* arrived at San Diego, Calif., on 24 July 1922. For almost two decades she served chiefly in the Pacific, operating with the Fleet's train. During the second of her two voyages to Hawaiian waters in 1925, she accompanied the fleet on its Australasian cruise to New Zealand and Samoa. Assigned to Train Squadron 2, her yearly operations varied little, with the ship issuing provisions to the Battle Fleet wherever it was operating. Her cruises along the western seaboard of the United States took her to San Diego, San Pedro, San Francisco, Portland, and Seattle.

During the winter of 1936 and 37, *Arctic* found herself busier than ever. A maritime strike, which paralyzed American flag merchant shipping during this period, meant a revision in the storeship's operating schedule. As Commander, Base Force, reported after the end of the fiscal year, the shipping strike emphasized the limitations of the Train, since *Arctic* had to be withdrawn from servicing the fleet to provision the far-flung naval stations at Pearl Harbor and Samoa.

Since the fleet operated in Hawaiian waters with increasing frequency, starting with the Hawaiian Detachment in the fall of 1939 and continuing through the assignment of the Fleet there in the spring of 1940, *Arctic*'s schedule was altered to include five or six round trips a year between San Francisco and Pearl Harbor. The outbreak of hostilities with Japan on 7 December 1941 found *Arctic* one day out of Hawaiian waters, en route to San Francisco.

For the first five months of 1942, a time punctuated with yard periods at the Mare Island Navy Yard, *Arctic* operated between Pearl Harbor and San Francisco. She then deployed briefly to Alaskan waters, to supply the ships of Task Force 8 and shore facilities at Kodiak between 3 and 13 July. Returning thence to the west coast, she arrived at San Francisco on 24 July and soon thereafter sailed for the South Pacific.

After touching en route at Pearl Harbor and at Tongatabu, in the Friendly Islands, *Arctic* commenced a routine of supplying ships and shore stations at New Caledonia and in the New Hebrides. Before the year 1942 was over, the storeship visited Noumea twice and Espiritu Santo once. During the following year, 1943, she voyaged twice to Noumea, thrice to Espiritu Santo, and once to Efate, usually stopping at Samoa en route from the Hawaiian Islands. An overhaul at Alameda and Oakland between 4 July and 27 September broke this period of operations. Following her third call at Espiritu Santo from 23 October to 5 November 1943, *Arctic* returned again to the west coast for engine repairs, reaching San Francisco on 29 November and remaining there into the following year.

Departing the west coast on 29 January 1944, the storeship arrived at Pearl Harbor on 8 February. Assigned thence to Ser-



Arctic (AF-7), 23 March 1942, arriving at Pearl Harbor after her voyage from the west coast with Convoy 2050. The ship appears to be painted in Measure 11, sea blue. (80-G-64746)



Arcturus (SP-593), at anchor circa 1918. (NH 59826)

vice Squadron (ServRon) 8 over the next six months, *Arctic* made five round-trip voyages to the Marshall Islands, provisioning ships at Majuro, Kwajalein, and Eniwetok. Shifting to Seeadler Harbor, at Manus, in the Admiralty Islands, on 20 September, the auxiliary ship spent the next month issuing supplies to various units afloat before she proceeded to Ulithi, in the Caroline Islands, on 24 October.

Remaining at Ulithi, temporarily attached to ServRon 10, until a week before Christmas, 1944, *Arctic* provided working parties for various merchant ships and took on board supplies for issue to the Fleet until she commenced a series of round-trip voyages from Ulithi to the Palau Islands; she conducted four such voyages between 18 December 1944 and 1 April 1945 to provision ships and shore installations at Kossol Roads, Peleliu, and Angaur. Touching at Saipan, in the Marianas, on 5 April, *Arctic* proceeded to Iwo Jima, where, between 9 and 12 April, she provisioned island forces, various units of the Pacific Fleet, and small craft. Returning to Guam on 15 April, the "beef boat" then sailed for the United States. A severe tropical storm enlivened her passage home before she arrived at San Francisco on 12 May. Sailing for the west again on 2 July, *Arctic* arrived at Ulithi on the 26th before she proceeded, in convoy UOK-43, for Okinawa, where, from 5 to 21 August, she issued fresh, frozen and dry provisions to fleet units. After Japan capitulated, she returned to Pearl Harbor on 11 September for repairs and reloading, before sailing for Japanese waters on 24 October. While en route to Tokyo, she sank a mine with gunfire on 12 November.

From 21 November to 13 December, *Arctic* provisioned fleet units off Yokosuka before she returned to Hawaiian waters—again sinking a mine en route—on 20 December. She departed Pearl Harbor on 2 January 1946 and arrived at San Diego on the 16th, where she remained for a little over a month. She left the west coast of the United States for the last time on 18 February 1946, bound for the Gulf of Mexico.

Material defects having rendered continued operation of the venerable *Arctic* "impracticable," the veteran "beef boat" was on her last voyage. Transiting the Panama Canal on 7 March, *Arctic* arrived at New Orleans, La., on the 15th. There, at Pennington Shipyards, she was decommissioned on 3 April 1946. Her name was struck from the Navy list on 1 May 1946. Transferred to the Maritime Commission for disposition on 3 July 1946, the ship was then sold on 19 August 1947 to the Southern Shipwrecking Corp. and, as the name of her purchaser implies, met her end under the scrapper's torch.

Arcturus

The principal star of the northern constellation Boötes with a magnitude of .2 and located 36 light years distant from the Earth.

I

(Yacht: t. 78; l. 90'; b. 16'6"; dr. 4'9"; s. 14 k.; cpl. 16; a. 1 3-pdr., 2 mg.)

Arcturus (SP-182)—a wooden-hulled yacht built in 1911 by the Gas Engine & Power Co. and the Charles L. Seabury Co., Morris Heights, N.Y.—was purchased by the Navy from Martin L. Quinn of New York City on 25 May 1917; and placed in commission on 18 August 1917.

For her whole career, *Arcturus* was assigned to the section patrol duty in the 3d Naval District. She was decommissioned on 7 May 1919 and sold on 4 October 1919 to Reinhard Hall, Brooklyn, N.Y.

II

Artemis (SP-593) (*q.v.*) was renamed *Arcturus* in accordance with General Order No. 371 of 20 February 1918—probably to avoid confusion with the Army transport *Artemis* (ex-*Bohemia*, later *Artemis*), Id. No. 2187.

III

(AK-12: dp. 4,800; l. 391'9½"; b. 52'0"; dr. 21'4½"; s. 12 k.; cpl. 521; a. none)

The United States Shipping Board originally assigned the name *Gold Star* to the steamship which would become in Navy hands AK-12 to honor the Gold Star Mothers, women drawn together by the shared tragedy of the loss of sons in action during World War I. Constructed at Wilmington, Del., by the Harlan plant of the Bethlehem Shipbuilding Corp., *Gold Star* was renamed *Arcturus* before the Navy acquired her from the USSB on 8 November 1921. *Arcturus* was placed in commission at the Philadelphia Navy Yard on 1 February 1922, Lt. Comdr. Julius C. P. Katterfield, USNRF, in command.

An objection to the name *Arcturus*, however, soon prompted the Navy to restore the name *Gold Star* (*q.v.*) on 6 February 1922, within a week of the ship's commissioning.

IV

(AK-18: dp. 14,225 (lim.); l. 459'1"; b. 63'0"; dr. 26'5"; s. 16.5 k. (tl.); cpl. 267; a. 1 5", 8 40mm.; cl *Arcturus*; T. C2)

The fourth *Arcturus* (AK-18) was laid down on 26 July 1938 under a Maritime Commission contract (MC hull 19) by the Sun Shipbuilding & Dry Dock Co. at Chester, Pa.; launched on 18 May 1939 as *Mormachawk*; sponsored by Miss Mollie Foulks Lee; acquired by the Navy on 20 September 1940; converted to a cargo ship at the Philadelphia Navy Yard; and commissioned on

26 October 1940 as *Arcturus*, Comdr. Russell C. Bartman in command.

The cargo ship began her Navy career with two years of general auxiliary duty operating out of ports along the east coast as far north as Argentina, Newfoundland, and south to San Juan, Puerto Rico. In October 1942, *Arcturus* received orders to load landing craft and join the Western Naval Task Force (Task Force (TF) 34) in the invasion of North Africa. The cargo ship was assigned to Transport Division (TransDiv) 9 of the Center Attack Group and sailed from Hampton Roads on 24 October. *Arcturus* arrived off Fedhala, French Morocco, just before midnight on 7 November, with the landing scheduled for daybreak on the 8th. The ship's boats moved troops ashore at H-hour, but to facilitate unloading her cargo, she moved into the harbor later in the day just long enough to unload at the one usable pier.

Arcturus was still anchored off Fedhala on 12 November when German submarine *U-130* attacked. *Arcturus* escaped, but three other auxiliaries were destroyed. The cargo ship's boats rescued survivors before the Center Group got underway to avoid more submarine attacks. The ships entered Casablanca on 15 November, and *Arcturus* completed unloading her cargo of small arms ammunition.

The ship joined a convoy on 17 November and returned to the United States where she entered the Norfolk Navy Yard at Portsmouth, Va., for an overhaul that lasted until 18 December. *Arcturus* got underway from Norfolk on 27 December and joined a convoy carrying urgently needed supplies to the southwestern Pacific. Stopping first at Noumea, New Caledonia, on 27 January 1943 and then at Brisbane, Australia, four days later, *Arcturus* returned to the east coast immediately. Redesignated as an attack cargo ship AKA-1 on 1 February, she then underwent a repair availability at the Boston Navy Yard from 13 March until 4 April. The ship then trained off the east coast with TF 85 in preparation for the invasion of Sicily.

Arcturus crossed the Atlantic and formed up at Oran, Algeria, with the transports and escorts of "Cent" force under Rear Admiral Alan G. Kirk. By 8 July, the convoy was underway for Scoglitti, Sicily, where TF 85 was to land as part of a three-pronged attack. H-hour was set for 0245 on 10 July, but delays in organizing the convoy postponed the landing for one hour. As the first waves of boats moved toward the beaches, enemy torpedo bombers attacked. For almost an hour, torpedoes and bombs fell throughout the transport area, but neither *Arcturus* nor any other ship suffered hits. Landing craft casualties were great, however, because of the heavy surf, lack of recognizable landmarks, and inexperienced boat crews. During the night of 11 and 12 July, another enemy air attack resulted in chaos as the transports and screening ships tried to defend themselves. American transport planes flew over immediately after the attack and were shot up badly by friendly fire. Unloading continued, and by the 13th, *Arcturus* was on her way back to Oran with the rest of the empty transports.

The cargo ship remained at Oran while plans were firmed up for the landings at Salerno. On 5 September, *Arcturus* got underway with TF 81, the Southern Attack Force, under the command of Rear Admiral John L. Hall. In spite of repeated enemy air attacks, the convoys arrived off the Gulf of Salerno late on 8 September. By 0335 the next day, the first wave of boats was landing at Paestum. Unfortunately, in the hope of completely surprising the Germans, no prelanding bombardment preceded the boats, and many men in the landing craft were killed.

The unloading progressed slowly as *Arcturus*'s boats helped move troops and supplies shoreward. One of her boats was lost in crossfire from German machinegun emplacements, with seven men killed and four wounded. By the evening of 10 September, unloading was complete. *Arcturus* and 14 other empty cargo and transport ships sailed for Oran with an escort of 10 destroyers. Shortly after midnight, screening destroyer *Rowan* (DD-405) sighted a torpedo wake and pursued what was later determined to be a German E-boat. She lost it, and, as she rejoined the convoy, was hit by a torpedo from another E-boat and sank within one minute. The rest of the ships in the convoy proceeded to Oran without incident.

Arcturus remained at anchor off the coast of Algeria until November when she steamed to the recently captured and cleared port of Naples for amphibious training. In December, the cargo ship joined a westbound convoy and sailed for the United States. High winds and heavy Atlantic seas tossed *Arcturus* unmercifully,

causing a fire in the pyrotechnic locker and the loss of 5-inch ammunition on the after gundeck. For two days, the convoy fought the seas, but at last the storm broke, and the ships arrived safely in the United States. *Arcturus* put into the Philadelphia Navy Yard on 2 January 1944 and commenced a brief overhaul.

The cargo ship set sail on 27 February to rejoin the war effort in the Mediterranean. After several rehearsals at Salerno for the amphibious landings in southern France, *Arcturus* joined TF 85, the "Delta" Force in this operation, and stood off the designated beaches at La Nartelle on 15 August, awaiting H-hour, 0800. The assault progressed like a textbook drill due to excellent gunfire support, air cover, and experienced boat crews. The landing was unopposed. There were no casualties and no loss of landing craft.

Just as *Arcturus* weighed anchor to retire from the transport area, she received orders to take on wounded, mainly German prisoners of war. The cargo ship slipped out under cover of darkness and rejoined her convoy en route to Naples to discharge her passengers. Until late October, *Arcturus* carried cargo from Naples and Oran to Marseilles and St. Tropez as the Allies advanced up the Rhone River valley. Released from this assignment on 21 October, the cargo ship returned to the United States for overhaul at the Philadelphia Navy Yard beginning on 10 November.

Arcturus completed overhaul in mid-December and set course to join the action in the Pacific theater. Transiting the Panama Canal on 9 January 1945, the cargo ship arrived at Pearl Harbor on 23 January and immediately unloaded her cargo. As soon as a new load was stowed on board, *Arcturus* got underway for Tulagi and Guadalcanal for training, rehearsals, and loading. She then steamed to Ulithi where she joined Transport Group "Baker" of the Northern Attack Force for the invasion of Okinawa. On 26 March, the ships stood out of Ulithi lagoon and set course for Okinawa.

Arcturus anchored at her assigned location in the transport area off the Hagushi beaches in the early hours of 1 April, but waited five days before she could unload her cargo of gasoline and small arms ammunition. The transports and cargo ships retired seaward at night to minimize the danger from kamikaze attacks. Many other ships were hit, but in her 14 days in the transport area, *Arcturus* suffered no damage. The cargo ship's gun crews were credited with two assists in shooting down enemy attackers.

On 15 April, *Arcturus* received orders to Saipan where she was routed on to Pearl Harbor and San Francisco, arriving at the latter port on 18 May. After loading cargo and supplies, *Arcturus* returned to the western Pacific to resupply the troops advancing on Okinawa. After a brief stop at Eniwetok on 11 June, the cargo ship dropped anchor at Okinawa on 5 August. Enemy air attacks continued, but less frequently and with decreasing intensity. On 15 August, when Japan capitulated, *Arcturus* was still at Okinawa. She was then assigned to ferry occupation forces to Korea and China. On 5 September, the ship departed Okinawa in a convoy carrying Army troops and cargo to Jinsen, Korea. The convoy arrived at Jinsen on 8 September, and the occupation troops were joyfully received by the Koreans.

Arcturus returned to Okinawa to load more cargo and troops but had to steam seaward to avoid a typhoon. Finally, on 19 September, she was again loaded with marines and vehicles in convoy to Tientsin, China, where she anchored on 30 September. *Arcturus* ferried troops and equipment from Manila and Zamboanga in the Philippine Islands to China before receiving orders stateside.

The cargo ship got underway on 4 December from Shanghai, China, for Seattle, Wash., where she arrived on 22 December. No longer needed for service, *Arcturus* steamed to Portsmouth, Va., where she was decommissioned on 3 April 1946. Her name was struck from the Navy list on 5 June 1946. She was transferred to the Maritime Commission for disposal, and was sold to a Panamanian company on 24 June 1947. She began merchant service as SS *Star Arcturus*.

Arcturus was awarded five battle stars for her World War II service.

V

(AF-52: dp. 15,000 (f.); l. 459'2"; b. 63'0"; dr. 28'0"; s. 16.0 k.; cpl. 220; cl. *Alstede*; T. R2-S-BV1)



Arcturus (AF-52) replenishes *Noa* (DD-841) at sea, 8 November 1962, as pictured by Photographer 3d Class Cornell from on board *Boston* (CAG-1). (USN 1066671)

The fifth *Arcturus* (AF-52) was laid down on 8 December 1941 at Oakland, Calif., by the Moore Dry Dock Co. under a Maritime Commission contract (MC hull 184) as *Golden Eagle*; launched on 15 March 1942; sponsored by Mrs. John B. McKee; and delivered to the War Shipping Administration (WSA) on 23 April 1943. She was operated under WSA charter by the United Fruit Co. until 1946 and, thereafter by the Sword Line and the United States Lines. Between October 1948 and early 1950, she served the Army Transportation Corps. In March 1950, *Golden Eagle* was transferred from the Maritime Commission to the Navy and was assigned to the Military Sea Transportation Service (MSTS).

Designated AF-52 and manned by a civilian crew, *Golden Eagle* operated out of New York carrying supplies to American bases in the North Atlantic, Europe, and the Mediterranean. During November and December 1950, she was deployed to the Mediterranean for provisioning operations and, through the first six months of 1951, carried cargo to Bremerhaven and Liverpool. Following a second stint of service in the Mediterranean, she departed New York on 3 August for logistics duty off Thule, Greenland. Returning to New York on 13 September, she resumed transatlantic service on the 19th.

Between 1952 and 1961, *Golden Eagle* made regular runs to ports in western Europe. Operating out of New York, Boston, Baltimore, and Norfolk, she steamed to Bremerhaven, Liverpool, and Rotterdam. During August and September of 1952 and 1953, she supplied ships participating in Operation "Blue Jay" at Thule. Cargo missions in the North Atlantic sent her to Newfoundland, Iceland, and Baffin Island.

Following her return from European waters to New York in the summer of 1961, *Golden Eagle* entered the New York Naval Shipyard to begin modifications to prepare her to become a commissioned ship. She was renamed *Arcturus* on 13 October 1961 and placed in commission at New York on 18 November 1961, Capt. Maxie B. Davis in command. Shakedown training in the West Indies and post-shakedown repairs at the Maryland Shipbuilding & Drydock Co. in Baltimore occupied her until the summer of 1962. In June 1962, *Arcturus* stood out of Norfolk on her first deployment to the Mediterranean as a unit of the 6th Fleet. Over the next decade, the ship provided logistics support for Navy forces operating in the Mediterranean Sea and in the West Indies. During most years, she served three tours of duty resupplying ships of the 6th Fleet. In between those assignments, *Arcturus* made logistics support voyages to the West Indies, conducted type training, and participated in multiship exercises. Regular overhauls periodically interrupted that schedule and, when they occurred, usually limited her to one or two deployments to the Mediterranean for the year in question.

Late in 1972, as she prepared for the 24th Mediterranean deployment of her Navy career, her refrigeration compressor

system broke down completely. Early in October, the Navy decided to inactivate her. On 2 November, *Arcturus* began preparations for decommissioning. She was placed out of commission at the Naval Amphibious Base, Little Creek, Va., on 16 March 1973. On 18 October 1973, *Arcturus* was transferred to the Maritime Administration and berthed with the National Defense Reserve Fleet's contingent in Virginia's James River. Her name was struck from the Navy list on 1 October 1976. In December 1985, she was authorized for use as a target to destruction.

Ardennes

A forest in Belgium and Luxembourg, east of the Meuse River.

(Bark: t. 242)

Ardennes—a wooden-hulled, coppered, bark built in 1845 in Newburyport, Mass.—was captured by the United States sloop-of-war *Marion* off the mouth of the Congo River on 27 April 1859 while "engaged in the slave trade." Cmdr. Thomas W. Brent, commanding *Marion*, placed a prize crew under the command of Lt. Aaron W. Weaver on board the brig and sent her back to the United States. Her only voyage as a U. S. naval vessel ended upon her arrival at New York City on 25 June. That day, *Ardennes* was decommissioned and turned over to the United States marshal at that port.

Ardent

I

(Str: dp. 293; l. 106'2"; b. 22'; dr. 5'6"; s. 10 k.; cpl. 20; a. 2 1-pdrs.)

Ardent (SP-680)—a fishing steamer built in 1902 by the Greenport Basin and Construction Co.—was purchased by the Navy on 11 June 1917 from Raymond J. Anderson, Newport, R.I.; and commissioned on 15 August 1917, Lt. F. P. Betts in command.

Ardent was fitted out as a minesweeper and assigned to the Mining Force, 2d Naval District. She carried out minesweeping duties and tended nets in the Newport, R. I., and Block Island sections throughout the remainder of World War I. In 1919, the ship was stationed at the submarine base in New London, Conn. where she became involved in torpedo work and worked at that task until early 1921, when she was decommissioned. The ship



Ardent (AM-340), off San Francisco, Calif., 5 June 1944, in Measure 32/1M camouflage. (19-N-82913)

was sold on 16 May 1921 to Mr. Wigo Rasmussen, Brooklyn, N. Y.

II

(AM-340: dp. 1,250; l. 221'2"; b. 32'2"; dr. 10'9"; s. 18.1 k.; cpl. 105; a. 1 3", 2 40 mm.; 2 dct., 1 dcp. (hh); cl. *Auk*)

The second *Ardent* (AM-340) was originally laid down as *Buffalo* (BAM-8), for the Royal Navy on 20 February 1943 at Alameda, Calif., by the General Engineering & Drydock Co.; rescheduled for delivery to the United States Navy; renamed *Ardent* and redesignated AM-340 on 24 May 1943; launched on 22 June 1943; sponsored by Mrs. Bernadette Armes, the daughter-in-law of George A. Armes, President of the General Engineering & Drydock Co., and commissioned on 25 May 1944, Lt. Comdr. Allan D. Curtis in command.

During the first seven months of her career, *Ardent* escorted convoys and ships operating between the west coast of the United States and the Hawaiian Islands, though she also ranged as far as Eniwetok in the Marshalls and Tarawa in the Gilberts. The highlight of her service during this period occurred on 13 November. *Ardent* and the frigate *Rockford* (PF-48) were escorting a six-ship convoy midway between Honolulu and the United States. At 1232, *Ardent's* sonar picked up a submarine contact. *Ardent* attacked first at 1241, firing a 24-charge "hedgehog" pattern, and again at 1246 with a second "hedgehog" pattern. *Rockford* left her escort station to assist, and fired her first barrage of rockets from her "hedgehog" at 1308; two explosions followed, before an underwater detonation rocked the ship.

Ardent carried out two more attacks and the frigate dropped 13 depth charges to administer the coup de grace. The resulting explosions caused a loss of all contact with the enemy submarine. Wreckage recovered on the scene—deck planks, ground cork covered with diesel oil, a wooden slat from a vegetable crate with Japanese writing and advertisements on it, pieces of varnished mahogany inscribed in Japanese, and a piece of deck planking containing Japanese builders' inscriptions—indicated a definite "kill." Postwar research revealed the sunken submarine to be

the Japanese *I-12*, which had sailed from the Inland Sea on 4 October 1944 to disrupt American shipping between the west coast and the Hawaiian Islands. In sinking *I-12*, *Ardent* and *Rockford* unwittingly avenged the atrocity *I-12* had perpetrated on 30 October when, after sinking the "Liberty Ship" *John A. Johnson*, the submarine had rammed and sunk the lifeboats and rafts and then machine-gunned the 70 survivors. Among the ten men killed were five enlisted men of the merchantman's Navy armed guard detachment.

On 1 December 1944, *Ardent* departed San Francisco and headed for Hawaii. She reached Pearl Harbor on the 10th and underwent an intensive training period before sailing for the Marshall Islands on 27 January 1945 with Task Group (TG) 51.11, arriving on 5 February at Eniwetok. Two days later, *Ardent* sailed for Tinian, and reported for duty with TG 52.3 on the 11th. On 13 February, the ship got underway, in company with *Champion* (AM-314), *Devastator* (AM-318), and *Defense* (AM-317), to participate in the Iwo Jima campaign.

She conducted minesweeping operations off that island during the day from 15 to 18 February, and each night, her group retired to screen *Estes* (AGC-12). During the sweeps, the ships came under intermittent fire from enemy shore batteries, but sustained no damage. On 19 February, *Ardent* took bomb-damaged *Blessman* (DE-69) in tow and proceeded to the Marianas as escort for a convoy of damaged LCIs.

Upon reaching Saipan on the 25th, the minesweeper embarked 20 marines and loaded 149 sacks of mail for delivery at Iwo Jima. She arrived back at that island on 1 March but shaped a course for Ulithi the next day as escort for Task Unit (TU) 51.29.3. A few weeks later, *Ardent* got underway with TG 52.4 to take part in the assault on Okinawa. She began minesweeping operations on the 24th and continued them through the 31st, the unit to which she was attached destroying 17 mines during this time period. During frequent enemy air attacks, the minesweeper took several Japanese planes under fire. On 26 March, an enemy plane under fire from the nearby fast minelayer *Adams* (DM-27) started a glide for *Ardent's* stern. The minesweeper opened fire and splashed the plane 300 yards away.

On four occasions on 28 March, Japanese aircraft approached

Ardent and her consorts. An adjacent formation shot down the first, 5,000 yards from *Ardent's* port beam. Combined fire from *Adams* and *Ardent*, as well as other ships in the formation, splashed the second, 1,200 yards on the port beam. *Ardent* opened fire on the third aircraft, and saw it splash, the victim of a barrage put up by a formation of ships on the starboard quarter. *Adams* accounted for the fourth enemy aircraft. Later that same day, the minesweeper *Skylark* (AM-63) struck a mine and sank; *Ardent* rescued 19 survivors.

Following the completion of minesweeping operations, *Ardent* assumed station on a patrol screen. On L-day, the day of the landings at Okinawa, 1 April 1945, a suicider crashed the nearby *Adams*, causing extensive damage. During this period, *Ardent* opened fire on several Japanese planes, but scored no hits.

Ordered to proceed to Saipan for engine repairs, *Ardent* sailed for her destination on 4 April, and arrived on 10 April. Since parts necessary for the repairs were not available in the forward areas, she was routed via Pearl Harbor, to Seattle, where she arrived on 30 May.

Ardent underwent engine repairs at Seattle until 7 August. Six days later, on the 13th, the minesweeper sailed for Pearl Harbor, and was at sea, en route to the Hawaiian Islands, when the war with Japan ended. Departing Pearl Harbor on 20 August in company with *Scoter* (AM-381) and *Redstart* (AM-378), *Ardent* called at Saipan from 13 to 17 September, and arrived at Okinawa on the 21st.

Pushing on for Japan, *Ardent* moored at Sasebo, Japan, on 27 September, disembarking passengers, and delivering mail and freight. The ship made a brief trip back to Okinawa, arriving there on 2 October, before she returned to Sasebo on 20 October. During her time at Okinawa, she sortied on 7 October to ride out a typhoon, and conducted sweeps down the island's east coast for survivors of that storm. Joining TU 52.4.1 on 27 October, *Ardent* proceeded to the "Klondike" minefield area, located in the East China Sea 100 miles southwest of Kyushu. She conducted daily minesweeping operations until 8 November, when she arrived back at Sasebo. Between that time and the end of the year, *Ardent* operated between Honshu and Kyushu, escorting ships, transporting minesweeping gear, and observing Japanese minesweeping operations and conducting demolition firing at the mine disposal grounds at Kushikino Ko. She remained thus engaged into March 1946.

Routed to Kobe on 4 March 1946, in company with *Defense*, *Ardent* sailed for the Hawaiian Islands two days later, on 6 March. Touching at Saipan, Eniwetok, Johnston Island and Pearl Harbor, the minesweeper continued on to the west coast of the United States; parting company from *Defense* on 16 April, *Ardent* dropped anchor in San Francisco Bay on 19 April.

The minesweeper lay in the San Francisco Naval Shipyard until November 1946. Subsequently proceeding to San Diego in company with *Vigilance* (AM-324), *Ardent* then operated in the vicinity of San Clemente Island, Newport Beach, and Oceanside, and on air-sea rescue stations off the coast of southern California. Returning to pier 17, Treasure Island, Calif., on 15 December 1946, to commence preparations for inactivation, *Ardent* shifted to the San Diego Naval Station on 22 January 1947. Placed out of commission, in reserve, on 30 January 1947, *Ardent* was berthed with the San Diego group of the Pacific Reserve Fleet. While she was in reserve, the ship's designation was changed to MSF-340 on 7 February 1955. Struck from the Navy list on 1 July 1972, the ship was subsequently sold to the government of Mexico on 19 September 1972. She later served in the Mexican Navy as *Ignacio de la Llave* (G-08).

Ardent earned four battle stars for her World War II service.

Arenac

A county in Michigan.

(APA-128: dp. 12,450; l. 455'; b. 62'; dr. 24'; s. 17.7 k.; cpl. 536; a. 1 5", 4 40mm., 18 20mm.; cl. *Haskell*; T. VC2-S-AP5)

Arenac (APA-128) was laid down under a Maritime Commission contract (MCV hull 44) on 9 July 1944 at Wilmington, Calif., by the California Shipbuilding Corp.; launched on 14 September 1944; sponsored by Mrs. L. D. Worsham; delivered to the Moore Drydock Co., Oakland, Calif., on 24 September 1944 for completion; acquired by the Navy on 8 January 1945; and placed in commis-

sion that same day, Comdr. J. H. Carrington in command.

Following shakedown and amphibious training exercises off San Diego, Calif., *Arenac* took on a load of cargo and shaped a course for Hawaii. She reached Pearl Harbor on 17 March and, during the next two months, operated out of Pearl Harbor carrying personnel and cargo to Eniwetok and Guam.

The vessel reached Ulithi, Caroline Islands, on 12 May; and there embarked troops and took on supplies for support of the invasion of Okinawa. She got underway for that island on 23 May and anchored in waters off Okinawa on the 27th. While awaiting clearance to proceed to the beaches to unload her cargo, *Arenac* underwent frequent enemy air alerts. She moored off Hagushi beach on 3 June, finished unloading her cargo and passengers by the 5th, and then began taking on personnel for evacuation from Okinawa. The transport left the area on 6 June and set a course for Saipan.

The ship paused at Saipan on the 12th to discharge a few of her passengers, continued on to Guam on the 13th, and remained in port there for six days before returning to Saipan on 20 June. She then began preparations to return to Okinawa. After a stop at Ulithi en route, the vessel arrived back at Okinawa on 5 July.

Following the discharge of her cargo, *Arenac* got underway on 8 July to return to the west coast of the United States. Port calls at Saipan and Guam preceded the transport's arrival at San Francisco, Calif., on 28 July. Three days later, the vessel entered a shipyard at Richmond, Calif., for an availability. She resumed operations on 11 August and shaped a course for Pearl Harbor. While the ship was en route, she received word of Japan's capitulation ending World War II. *Arenac* arrived in Hawaiian waters on the 17th and took on personnel for passage to the western Pacific. She set sail for Eniwetok on the 20th and, after a brief pause at that atoll, stood out to sea to rendezvous with a convoy bound for Ulithi.

Arenac reached Ulithi on the last day of August. She got underway for the Philippines four days later and arrived at Manila on 9 September. She debarked her passengers there before moving on to San Fabian, Luzon, on the 18th to take on cargo and embarked troops for transportation to Japan. The ship set sail on 1 October and arrived at Wakayama on the 7th. However, before her passengers went ashore, she was ordered out of the area due to an approaching typhoon. The ship finally put into port at Nagoya, Japan, on 28 October and proceeded to debark her troops for occupation duty. On that same day, the transport was assigned to Service Force, Pacific Fleet, for "Magic-Carpet" duty transporting military personnel from Japan and the Philippines to the west coast of the United States.

In March 1946, *Arenac* completed this assignment and shaped a course, via the Panama Canal, for the east coast. She reached Norfolk, Va., on 8 April and began a preactivation overhaul. The ship was placed out of commission, in reserve, on 10 July 1946, and her name was struck from the Navy list on 1 October 1958. The vessel was transferred to the Maritime Administration for layup in the James River.

Arenac earned one battle star for her World War II service.

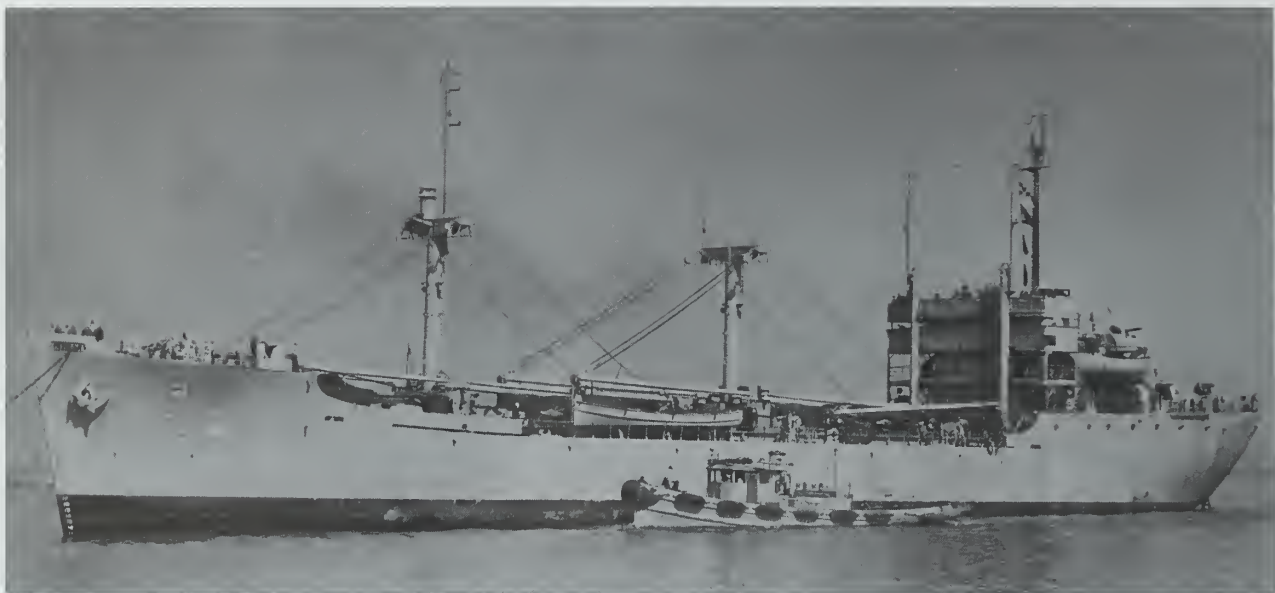
Arequipa

A minor planet discovered on 7 December 1912 by J. H. Metcalf and named in honor of the Peruvian city where Harvard Observatory had an observing station.

(AF-31: dp. 7,435; l. 338'6"; b. 50'; dr. 21'1"; s. 11.5 k.; cpl. 98; a. 1 3"; cl. *Adria*; T. R1-M-AV3)

Arequipa (AF-31) was laid down on 17 January 1944 under a Maritime Commission contract (MC hull 2195) by Pennsylvania Shipyards, Inc., at Beaumont, Tex.; launched on 4 May 1944; sponsored by Mrs. L. Osius; transferred to the Navy on 19 December 1944; towed to Todd Shipyards in Galveston for conversion; and commissioned on 14 January 1945, Lt. Ralph E. Deckwa in command.

After a brief shakedown in the Gulf of Mexico followed by a short availability, the store ship departed Galveston on 31 January and steamed to Mobile, Ala., to receive her initial load. She departed the United States on 7 February as part of Service Squadron 9 and shuttled provisions to various ships and shore activities throughout the Pacific, primarily in the Philippine Islands, the Admiralty Islands, and the Netherlands East Indies.



Arequippa (AF-31), under tow of *Molala* (ATF-106), reaches San Francisco, 31 May 1951. After her main engine had failed some 850 miles from her destination, *Arequippa* had used two sails for emergency "power" for several days before *Molala* arrived to assist. (NH 96629)

Before the end of October 1945, *Arequippa* had serviced 905 ships and 41 shore activities and travelled over 35,000 miles. On 19 December, she went into drydock at Manicani Island in Leyte Gulf.

Following overhaul, *Arequippa* returned to the United States and picked up provisions in San Francisco for delivery to ports throughout the Pacific Islands, Japan, and China. From May 1946 until November 1954, the stores ship delivered supplies, almost without interruption except for periodic repair and overhaul.

Arequippa underwent a preinactivation overhaul at Pearl Harbor from November 1954 to June 1955 and then steamed to San Diego to join the Pacific Reserve Fleet. She was decommissioned on 25 August 1955, and her name was struck from the Navy list on 1 September 1961. She was sold in December 1972 to Star-Kist Foods, Inc., of Terminal Island, Calif., for non-transportation use.

Arethusa

A nymph of Elis, one of the Nereids, who—in Greek mythology—was the daughter of Oceanus and one of Diana's attendants. One evening on the island of Ortygia, near Syracuse, as Arethusa was heading home from the day's hunt, she chanced upon the Alpheus, a clear and beautiful brook. When she entered its cool waters seeking relief from heat and fatigue, she heard a voice rise from the stream which frightened her into leaping to land and fleeing in terror. The river god pursued her until, in desperation at her failing strength, she prayed to Diana for help. In response the kind goddess changed Arethusa into a fountain.

I

(ScStr: t. 195; l. 110'; b. 22'; dph. 9'6"; dr. 8'8"; cpl. 32; a. 2 heavy 12-pdr. sb., 1 20-pdr. D.r.)

The first *Arethusa*—a small screw steamer built in 1864 at Philadelphia as *Wabash*—was purchased there by the Navy from Messrs. S. and J. M. Flanagan on 1 July 1864; and was commissioned at the Philadelphia Navy Yard on 29 July 1864, Acting Ensign John V. Cook in command.

Assigned to the South Atlantic Blockading Squadron, *Arethusa* arrived at Port Royal, S. C., on 6 August 1864 and served as a collier there through the end of the Civil War, supporting the

Union warships which were becoming ever more efficient in their efforts to enforce the blockade of the Southern coast.

Following the collapse of the Confederacy, the ship continued to serve at Port Royal assisting the Navy's efforts to demobilize the gigantic Fleet which it had built to prosecute the war. When most of the Union warships had returned north, *Arethusa* was decommissioned at Port Royal on 3 January 1866 and sold there later that month. Unfortunately, all trace of the ship's career after she left the Navy seems to have vanished.

II

(Str: t. 3,319; l. 343'5.5"; b. 42'2"; dr. 23'6"; s. 9.5 k.; cpl. 94)

The second *Arethusa*—a steam tanker built in 1893 at Stockton, England, by Craig, Taylor & Company as *Lucilene*—was purchased by the Navy on 12 August 1898 to support the Fleet during the Spanish-American War and was commissioned at the Philadelphia Navy Yard, Comdr. John F. Merry in command.

After fitting out, the ship departed Philadelphia on 16 December, headed for the West Indies, anchored off Havana on Christmas Day, and provided water for American warships operating in the area until sailing for home on 14 January 1899. She reached Philadelphia on the 18th and was decommissioned there on 1 February 1899.

Recommissioned on 22 August 1900 she sailed for the Far East—via the Atlantic, Mediterranean, Indian Ocean route—and arrived on the Asiatic Station early in December of that year. She furnished water and supplies to American warships and, in 1901, she carried relief supplies to Guam. During the first half of the following year, she made several trips to the Philippine Islands delivering passengers and supplies to Olongapo, Luzon. After one of these runs, she arrived at Manila on 4 July 1902 and prepared for the long voyage home. Getting underway on 9 August, she retraced the same general route she had used in coming to the Orient and stopped at Singapore and Aden en route to the Suez Canal which she reached on 15 September. Departing Port Said, Egypt, on the 17th, she emerged from the Strait of Gibraltar 10 days later and reached Tompkinsville, N. Y., on Columbus Day.

Some two months of operations preceded her arrival at Culebra, Puerto Rico, on 14 December 1902. During most of the first half of 1903, *Arethusa* operated at San Juan and Ponce, before returning to Culebra on 14 June. She then began a long tour of duty



Arethusa refuels subchasers, SC-135, SC-370, and SC-388, at sea in a moderate gale, 1918. (NH 42568)

as a "water boat" there which ended early in 1906 when she moored at Philadelphia to be placed out of service on 16 March.

The ship was given a civilian crew and, on 17 July, began providing water to ships of the Atlantic Fleet. On 29 November, she received a new naval complement and was recommissioned to serve with the small group of auxiliaries that had been selected to support the "Great White Fleet" during its forthcoming cruise around the world. After being fitted out at the Norfolk Navy Yard, the ship moved to Lambert Point, Va., on 9 December 1907 and, two days later, sailed for the Pacific.

Proceeding down the Atlantic coast of South America, she rounded Cape Horn and steamed north to the Mare Island Navy Yard which she reached on 30 April 1908. Following voyage repairs and replenishment, *Arethusa* left the California coast on 17 June and reached Honolulu on the 30th.

However, her service with the "Great White Fleet" did not take the ship beyond Hawaiian waters. Instead, she was reassigned to the Pacific Fleet and, on 30 July, she got underway for San Francisco. She arrived at that port on 10 August and remained in that vicinity until sailing on 1 October for Magdalena Bay, Mexico, where she anchored on the 6th and began supplying American warships there. During this period, she served briefly as the flagship of the Pacific Torpedo Flotilla. Her hold emptied, the ship got underway for San Francisco on 1 October 1908 and, after reentering the Golden Gate, operated in nearby waters until decommissioned at Mare Island on 15 October 1909.

That same day, she was placed in service under a civilian crew and began preparations for a voyage back to the east coast. After departing San Francisco on 7 January 1910, she again sailed around South America and reached Hampton Roads on 29 March. Based at Norfolk, she issued oil to the ships of the Atlantic Fleet, primarily torpedo boat destroyers. She continued this duty until after the United States entered World War I, filling her tanks with oil at ports along the gulf coast and delivering it to bases in the Caribbean and on the Atlantic seaboard. During this phase of her career, she served between 30 April and 7 June 1914 with the fleet gathered off Veracruz, Mexico.

Recommissioned on 9 January 1918 for service in the Naval Overseas Transportation Service, *Arethusa* carried oil from the New York Navy Yard to the Azores where she issued it to destroyers and submarines. Upon returning to New York on 5 March, she spent more than a month undergoing repairs before sailing on 10 April. She reached the Azores on the 27th and, but for a quick run to Bermuda and back in mid-May, operated there until returning to New York on 10 June. On 28 June, she began another mid-Atlantic deployment which took her twice to Bermuda and once to the Azores before she refilled her tanks at Port Arthur, Tex., for another cargo of fuel oil which she once more issued in the Azores and at Bermuda before putting in at New York on 22 December, one month and 11 days after the signing of the Armistice stopped the fighting of World War I.

At New York, she filled her cargo tanks before sailing on 3 January 1919 for France. After topping off the fuel tanks of destroyers and submarine chasers operating out of Marseille, she headed for the Portuguese coast on 13 March and reached Lisbon on the 16th. From that port, she headed home via Gibraltar, the Azores, and Bermuda, supplying oil to warships whose bunkers were low, and arrived at Charleston, S.C., on 14 May. The following day, she entered the navy yard there for a thorough overhaul.

During the ensuing three years of peacetime operations—primarily carrying oil from gulf ports to bases on the Atlantic seaboard—the ship was classified an oiler on 17 July 1920 and simultaneously designated AO-7. She was decommissioned at Boston on 28 June 1922 and sold on 7 July 1927 to Mr. Marshall B. Hall of Boston.

III

(IX-135: dp. 15,800; l. 438'6"; b. 57'; dr. 26'8"; s. 10.5 k.; cpl. 72; a. 1 4", 1 3", 8 20mm.)

Gargoyle—a tanker built in 1921 at Oakland, Calif., by the Moore Shipbuilding Co.—was renamed *Arethusa* by the Navy and designated IX-135 on 3 November 1943; acquired by the Navy on 23 March 1944 from the War Shipping Administration on a bareboat basis for use as a mobile floating storage tanker; and placed in commission on that same day at Majuro Atoll, Marshall Islands, Lt. Walter J. Tross in command.

Arethusa remained at Majuro through early June providing fuel to various ships of the Fleet. She got underway on 8 June and proceeded to Eniwetok, where she resumed her fueling operations. The tanker sailed on 19 August for the Admiralty Islands, reached Manus on the 28th, and once again dispensed fuel to Allied ships. The tanker headed for the Philippine Islands on 12 October to support Fleet units about to begin the reconquest of that archipelago. She reached Leyte Gulf on the 20th and commenced fueling operations.

Arethusa shaped a course back to Manus in early January 1945 and operated there through 5 May, when she got underway for the Western Caroline Islands. The vessel reached Ulithi four days later and resumed fueling services. The ship weighed anchor once again on 22 June and set a course for Kerama Retto in the Ryukyus. She was stationed at Okinawa when the Japanese surrendered in mid-August 1945 and continued operations at that island until mid-December.

Arethusa then moved to Subic Bay, Philippines. She provided fuel to fleet ships at that port through 3 March 1946, when the vessel got underway for home. She reached Pearl Harbor, Hawaii, on 28 March and remained there for a short period of voyage repairs. The ship left Hawaiian waters on 5 April and steamed into San Francisco Bay on the 15th. She was decommissioned at San Francisco on 16 May 1946 and returned to the



V-4 (SF-7) became *Argonaut* (SM-1) in 1931. She is shown here in peacetime gray, circa 1930. Note the 6-inch guns forward and aft of the conning tower, and what appear to be exercise torpedoes on deck just forward of mount one. Also note her alphanumeric "name," V-4, in white on a black rectangle on the tower structure, and repeated in black at the bow. (NH 54425)

War Shipping Administration on that same day. Her name was struck from the Navy list on 5 June 1946. The vessel was sold to Kaiser Co., Inc., on 8 December 1947, and was subsequently scrapped.

Arethusa won two battle stars for her World War II service.

Argentina

In his annual report for the year 1859, Secretary of the Navy Isaac Toucey listed a vessel named *Argentina* as one of the ships which participated in the Navy's recent expedition to Paraguay. This operation had been launched to seek redress for the death of a sailor of the American Navy's *Water Witch* who had been killed by fire from Paraguayan batteries at Itapiru as that small sidewheel steamer was ascending the Parana River. However, nothing else is known about this ship. The so-called "Lyte-Holdeamper List," *Merchant Steam Vessels of the United States 1790-1868*, mentions a 118-ton sidewheel steamer named *Argentina* which was built at Boston in 1857. It also states that this ship's first home port was Boston and that she was sold to a foreign purchaser. Although it seems to be impossible to prove that this vessel was the one mentioned by Toucey, the facts about the two ships seem to be compatible.

Argo

The ship in Greek legend that was commanded by Jason and manned by the argonauts on their expedition seeking to recover the Golden Fleece.

I

(Slp: a. 12 6-pdrs.)

At Providence, R.I., on 24 March 1779, Major General John Sullivan of the Continental Army hired the sloop *Sally* from Clarke and Nightingale, merchants of Providence who were acting as agents for her owner, Nicolas Law of New York city. Sullivan—who acquired the ship to clear Rhode Island Sound of British armed vessels that had been preying on local American shipping and harassing Rhode Island's coastal communities—placed her under the command of Lt. Col. Silas Talbot.

No known records of her operations are extant. However, it seems reasonable to assume that *Argo* spent the next few months

plying the salt waters of Rhode Island in an attempt to make them safe from British aggression.

On 9 August 1779, Law petitioned Congress for the "... restitution of his sloop." The next day, Congress ordered that *Argo* be restored to him via Brigadier General George Clinton, the Governor of New York. However, the next milestone in her history apparently did not occur until 1 December 1779 when Clinton ordered Talbot to deliver *Argo* to Clarke and Nightingale in Providence.

Making *Argo*'s story somewhat more complicated is the fact that when he received Clinton's order, Talbot had been an officer in the Continental Navy for over two months, having become a captain on 17 September 1779. Moreover, sometime in December, the sloop received orders to sail to the West Indies and to cruise off Antigua; but these orders were never carried out.

No documents shed light on *Argo*'s status in the ensuing weeks. On 2 February 1780, the Rhode Island Council of War—whose relationship to the sloop is vague at best—ordered that she be valued, surveyed, and stripped of her warlike stores. Three days later, Clarke and Nightingale accepted the ship under the stipulation that her owner pay the United States 11,000 pounds over the next two months.

During this period, the Rhode Island Council of War again accepted custody of *Argo* "... for the use of the United States." Then, on 14 April 1780, *Argo* was commissioned as a Rhode Island privateer under the command of Capt. Silas Talbot. No documents giving details of her subsequent career have emerged.

II

(Yawl: l. 57'0"; b. 16'3")

The second *Argo*—a yawl built in 1892 at Essex, Mass.—was donated to the Naval Academy in 1906 by Mr. C. G. Fitzgerald of Baltimore, and was used by the midshipmen at Annapolis for 24 years. In 1930, she was turned over to the Navy Relief Society. On 18 April 1930, that organization sold her to the Boy Scouts of the District of Columbia.

Argonaut

A relative of the octopus—sometimes called the paper nautilus—which propels itself underwater by expelling a jet of water. The name argonaut may also have been inspired by the submarine of that name built in 1897 by Simon Lake which was the first submarine to navigate extensively in the open sea. Ultimately,



Argonaut, along with *Nautilus* (SS-168) and *Narwhal* (SS-167), enjoyed the distinction of mounting the largest guns of any American submarine; here, *Argonaut's* men draw a crowd as they train out her forward 6-incher in the 1930's. (NH 62906)

the name is derived from the band of 50 heroes in Greek legend who sailed with Jason in the ship *Argo* to retrieve the Golden Fleece.

I

(SF-7: dp. 2,710 (surf.), 4,080 (subm.); l. 381'; b. 33'10"; dr. 15'4"; s. 15 k.; cpl. 89; a. 2 6", 4 21" tt.; cl. V-4)

The first *Argonaut* was laid down as V-4 on 1 May 1925 by the Portsmouth (N.H.) Navy Yard; launched on 10 November 1927; sponsored by Mrs. Phillip Mason Sears, the daughter of Rear Admiral William D. MacDougall; and commissioned on 2 April 1928, Lt. Comdr. W. M. Quigley in command.

V-4 was the first of the second generation of V-boats commissioned in the late 1920's. These submarines were exempt by special agreement from the armament and tonnage limitations of the Washington Treaties. V-4 and her sister ships V-5 and V-6 were designed with larger and more powerful diesel engines than those which had propelled the earlier series of V-boats, which had proven to be failures. The specially-built engines failed to produce their design power and some developed dangerous crankshaft explosions. V-4 and her sister ships were slow in diving and, when submerged, were unwieldy and slower than designed. They also presented an excellent target to surface ship sonar and had a large turning radius.

V-4 was designed primarily as a minelayer. She was the first and only such experimental ship ever built. She had four torpedo tubes forward and two minelaying tubes aft. At the time of her construction, V-4 was the largest submarine ever built in the United States. Following commissioning, V-4 served with Submarine Division 12 based at Newport, R.I. In January and February 1929, V-4 underwent a series of trials off Provincetown, Mass. On a trial dive during this period, she submerged to a depth of 318 feet. This mark was the greatest depth which an American submarine had reached up to that time. On 26 February 1929, V-4 was assigned to Division 20, Submarine Divisions, Battle Fleet, and arrived at San Diego, Calif., her new home port, on 23 March. From there, she participated in battle exercises and made cruises along the west coast.

V-4 was renamed *Argonaut* on 19 February 1931 and was redesignated SM-1 on 1 July of that year. On 30 June 1932, she

arrived at Pearl Harbor, where she was assigned to Submarine Division 7. The vessel carried out minelaying operations, patrol duty, and other routine work. In October 1934 and again in May 1939, *Argonaut* took part in joint Army-Navy exercises in the Hawaiian operating area. *Argonaut* became the flagship of Submarine Squadron 4 in mid-1939. The submarine returned to the west coast in April 1941 to participate in fleet tactical exercises.

On 28 November 1941, *Argonaut* left Pearl Harbor and was on patrol duty near Midway Island when the Japanese attacked Pearl Harbor. After sunset on 7 December, *Argonaut* surfaced and heard naval gunfire around Midway. It was assumed that the Japanese were landing a large invasion force. *Argonaut* then submerged to make a sonar approach to the "invasion force." While designed to be a minelayer and not an attack submarine, *Argonaut* made the first wartime approach on enemy naval forces.

The "invasion force" turned out to be two Japanese destroyers whose mission was shore bombardment on Midway. The ships may have detected *Argonaut*, and one passed close by the submarine. They completed the bombardment then retired before *Argonaut* could make a second approach.

One week later, *Argonaut* made contact with three or four Japanese destroyers. Her captain, Stephen Barchet, wisely decided not to attack. On 22 January 1942, she returned to Pearl Harbor and, after a brief stop there, proceeded to the Mare Island Navy Yard for conversion to a troop transport submarine.

Argonaut returned to action in the South Pacific in August. Admiral Chester Nimitz assigned *Argonaut* and *Nautilus* (SS-168) to transport and land marine commandoes on Makin in the Gilbert Islands. This move was designed to relieve pressure on American forces that had just landed on Guadalcanal. On 8 August, the two submarines embarked troops of Companies A and B, 2d Raider Battalion, and got underway for Makin. Conditions during the transit were unpleasant, and most of the marines became seasick. The convoy arrived off Makin on 16 August; and, at 0330 the next day, the marines began landing. Their rubber rafts were swamped by the sea and most of the outboard motors drowned. The Japanese—either forewarned or extraordinarily alert because of the activity on Guadalcanal—gave the Americans a warm reception. Snipers were hidden in the trees, and the landing beaches were in front of the Japanese forces instead of behind them as planned. By midnight of 10 August, all but 30 of the troops had been recovered.

Argonaut arrived back in Pearl Harbor on 26 August. Her designation was changed to APS-1 on 22 September, and her base of operations was transferred to Brisbane, Australia, later in the year. In December, the submarine departed Brisbane to patrol in the hazardous area between New Britain and Bougainville, south of St. George's Channel. On 10 January 1943, *Argonaut* spotted a convoy of five freighters and their destroyer escorts. An Army aircraft was by chance flying overhead and witnessed *Argonaut's* attack. *Argonaut* hit at least one of the destroyers with her torpedoes, and they promptly counter-attacked. A crew member on board the plane saw *Argonaut's* bow suddenly break the water at an unusual angle. It was apparent that a depth charge had severely damaged the submarine. The destroyers continued circling *Argonaut* and pumping shells into her. She slipped below the waves and was never heard from again. One hundred and five officers and men went down with the submarine. Her name was struck from the Navy list on 26 February 1943.

Argonaut won two battle stars for her World War II service.

II

(SS-475: dp. 1,570 (surf.), 2,415 (subm.); l. 311'8"; b. 27'3"; dr. 15'5"; s. 20.25 k. (surf.), 8.75 k. (subm.); cpl. 81; a. 10 21" tt., 1 5", 1 40mm.; cl. *Balao*)

The second *Argonaut* (SS-475) was laid down on 28 June 1944 by the Portsmouth (N.H.) Navy Yard; launched on 1 October 1944; sponsored by Mrs. Allen R. McCann, the wife of Capt. McCann; and commissioned on 15 January 1945, Lt. Comdr. John Sneed Schmidt in command.

The submarine held shakedown in the Portsmouth area and in Narragansett Bay and returned briefly to Portsmouth on 27 March for post-shakedown availability. She then sailed on 14 April for Key West, Fla., where she conducted special tests for lighter-than-air craft and training operations with the Fleet Sound School. *Argonaut* departed the Florida coast on 13 May to transit the Panama Canal en route Hawaii. Reaching Pearl Harbor on 11 June, the submarine spent two weeks in repairs and training exercises before beginning her first war patrol on 28 June.

She made a fuel stop at Saipan on 10 July and then proceeded to the Formosa Strait and the East China and Yellow Seas to search for enemy shipping. On 16 July, *Argonaut* spotted a downed aviator, picked him up, and later transferred him to *Quillback* (SS-424). Her only contact with Japanese vessels during the patrol came on 12 August, when *Argonaut* sank a 25-ton junk with fire from her 40-millimeter and 20-millimeter guns. Since she terminated her patrol at Guam on 21 August, six days after Japan capitulated, this was her only combat action during World War II.

Argonaut departed Guam on 1 September and proceeded, via Pearl Harbor and the Panama Canal, to Tompkinsville, N.Y. She arrived in New York on 4 October but continued on to Portsmouth, N.H., for an overhaul. Early in 1946, *Argonaut* was assigned to the Atlantic Fleet and was based at Panama. While en route to Panama, *Argonaut* collided with *Honolulu* (CL-48) off the eastern coast between New York and Philadelphia during a heavy fog. Both ships sustained minor damage, and *Argonaut* continued on to Panama. Later in 1946, *Argonaut* became a unit of Submarine Squadron 2 based at New London, Conn.

In July 1952, the submarine underwent a major conversion at the Philadelphia Naval Shipyard, during which she received a snorkel system and a streamlined conning tower. These changes gave the submarine greater underwater endurance. *Argonaut* operated from New London until July 1955, when she was reassigned to Submarine Squadron 6 at Norfolk, Va. Following this move, *Argonaut* was converted to a guided-missile submarine armed with a Regulus I missile.

In 1958, *Argonaut's* home port was changed to San Juan, Puerto Rico, where she remained for a year, engaged primarily in missile operations. The submarine returned to Norfolk in 1959. During an overhaul in early 1960, *Argonaut's* missile equipment was removed. When the alterations were completed, the submarine resumed her routine of supporting antisubmarine warfare (ASW) training operations out of Norfolk.

On 15 October 1962, *Argonaut* performed duties in conjunc-

tion with the naval quarantine of Cuba. She then had a routine overhaul at the Norfolk Naval Shipyard, Portsmouth, Va. The yard work was completed on 13 May 1963, and the submarine sailed to the New London area for refresher training. After further training in the Virginia capes area, she got underway on 19 August for the Mediterranean and service with the 6th Fleet. Her ports of call during the deployment included Gibraltar; Suda Bay, Crete; Rhodes, Greece; Izmir, Turkey; Toulon and Marseilles, France; and San Remo and Naples, Italy. The submarine returned to home port on 15 December.

Argonaut continued her routine of operations along the east coast with periodic deployments to the Mediterranean through 1 December 1965. On that day, she commenced overhaul at the Norfolk Naval Shipyard. *Argonaut* left the shipyard on 10 June 1966 for sea trials and, on 20 January, headed for New London for refresher training. She then provided services to the submarine school at New London through the remainder of 1966.

The submarine moved to Norfolk early in 1967 but left the Virginia capes area on 9 January, bound for San Juan, Puerto Rico. *Argonaut* took part in Operation "Springboard" through the rest of January and most of February before leaving the Caribbean on 23 February to return to Norfolk, arriving there five days later. During the next two months, *Argonaut* prepared for a North Atlantic and Mediterranean cruise. She sailed on 26 May and made her first port call at Trondheim, Norway. The submarine also visited Cuxhaven, Germany; Leith, Scotland; Rota, Spain; Naples, Italy; and Valletta, Malta, before returning to her home port on 20 September. She remained in the local operating area through the duration of the year.

The submarine travelled to New London on 6 February 1968, entered drydock there on 9 February, and remained in it through the 26th. *Argonaut* left the keelblocks on 27 February and returned to Norfolk. She made a patrol in the Jacksonville, Fla., operating area in mid-March and put in at Port Everglades, Fla., on 22 March. Three days later, the submarine got underway for her home port. Upon her arrival in Norfolk on 29 March, she assumed a schedule of local operations. This was interrupted by another cruise to Port Everglades in October. She returned that month to Norfolk and began preparations for deactivation. *Argonaut* was decommissioned on 2 December, and her name was struck from the Navy list that same day. She was sold to Canada and served the Royal Canadian Navy as HMCS *Rainbow*.

Argonaut won one battle star for her World War II service.

Argonne

The wooded region in northeastern France near the border of Belgium. It consists of the territory between the Aisne and the Meuse Rivers and was the scene of an Allied offensive in World War I during the autumn of 1918 which caused Germany to capitulate. American troops played a leading role in this drive. The first *Argonne* retained her former name.

I

(Freighter: t. 8,970; l. 385'; dr. 51'; dr. 27'1"; s. 10 k.; cpl. 78; a. 1 6", 1 6-pdr.)

The steel-hulled single-screw freighter *Argonne*—built in 1916 at Kobe, Japan, by the Kawasaki Dockyards—was operated prior to World War I by the Argonne Steamship Co., of New York. While undergoing voyage repairs by the Newport News Shipbuilding and Dry Dock Co., in January 1918, *Argonne* received and armed guard. She continued to carry cargo for Allied forces in Europe until 19 October 1918 when she was taken over at Norfolk, Va., by the Navy on a bare-ship basis for the Army account of the Naval Overseas Transportation Service (NOTS). She was then manned by the Navy and commissioned on the same day, Lt. Comdr. M. S. Richardson, USNRF, in command.

On 18 November, a week after the armistice stilled the guns on the Western Front, *Argonne* sailed for France carrying commissary stores, mules and horses, to Bordeaux, and returned to Norfolk from her only NOTS voyage on 17 December 1918. On 30 January 1919, *Argonne* was decommissioned and turned over to the United States Shipping Board, which subsequently returned her to her original owner. Her name was simultaneously stricken from the Navy list.



Argonne (AG-31), 11 August 1941, at the Pearl Harbor Navy Yard, as flagship for the Base Force. Her camouflage is Measure 1 (dark gray with light gray mast tops), and she is flying the flags G-31—her hull number. (19-N-25207)

II

(AP-4: dp. 8,400; l. 448'0"; b. 58'3"; dr. 18'7" (mean); s. 15.5 k.; cpl. 398; a. 4 5", 4 3", 2 6-pdrs.; cl. *Argonne*)

The second *Argonne* (AP-4) was originally completed in 1920 under a United States Shipping Board (USSB) contract by the International Shipbuilding Corp., Hog Island, Pa., and transferred to the Navy on 3 November 1921 by the War Department. Accepted preliminarily by the Navy on that date, she was commissioned as *Argonne* on 8 November 1921 at the Philadelphia Navy Yard, Lt. Comdr. Theodore H. Winters in command. On 16 November 1921, the ship was classified as a transport, AP-4.

Departing Philadelphia on 24 November 1921 with military and civilian passengers, as well as a senatorial party, *Argonne's* maiden voyage and shakedown took the ship to Port-au-Prince, Haiti; St. Thomas, Virgin Islands; Ponce, Puerto Rico; and Santo Domingo City, Dominican Republic; before she put into Hampton Roads on 22 December. Subsequently returning to Philadelphia for post-shakedown availability, *Argonne* proceeded to the Panama Canal via Charleston, S.C., and after a stop at Mare Island continued across the Pacific to Cavite, in the Philippines, on her first voyage to that part of the globe.

On 7 April 1922, Comdr. (later Fleet Admiral) Chester W. Nimitz, along with his wife and three children, embarked on board *Argonne* at Pearl Harbor for passage to the east coast of the United States. Nimitz was on his way to Newport, R.I., to study at the Naval War College. The ship proceeded via Mare Island, where she underwent an overhaul period, the Panama Canal, Santo Domingo and Hampton Roads, bringing her voyage to a close on 21 June 1922.

Over the next two years, *Argonne* operated with the Naval Transportation Service on the through service between New York and Manila, she and the transport *Chaumont* (AP-5) providing this important service to the fleet. During this time, she ranged from San Francisco to Guam and into the Yellow Sea, voyaging as far as Chefoo, China. Selected for conversion to a submarine tender and classified as AS-10 on 1 July 1924, *Argonne* was transferred to Navy ownership under terms of the executive order dated 6 August 1924, and arrived at the Mare Island Navy Yard on 2 September 1924.

From September of 1924 through March of 1926, *Argonne* lay at Mare Island in reduced commission, undergoing her transformation from transport to tender. Major alternations to the ship included the installation of a turbo-generator plant, a compressed-air plant, a machine shop and a low-pressure distilling plant.

Placed in full commission on 25 March 1926, *Argonne* was assigned to the newly formed Submarine Division (SubDiv) 20, which consisted, at that time, of the "V-boats": V-1 (SS-163, later *Barracuda*); V-2 (SS-164, later *Bass*); and V-3 (SS-165, later *Bonita*). She sailed on 19 May to take up her duties. From 19 May to 5 June, *Argonne* operated from the west coast ports of San Francisco, San Pedro and San Diego, before she sailed to transit the Panama Canal for operations in the Atlantic.

Owing to disorders in Nicaragua, and fears that excesses of

violence from the feuding factions might endanger American lives and property, expeditionary forces of marines were sent to reinforce the sailors and marines already landed from ships of the Special Service Squadron. *Argonne* participated in one of the early lifts, transporting the 2d Battalion, 5th Regiment—which had been encamped at Guantanamo Bay undergoing six months of training—from Guantanamo to Bluefields, Nicaragua, between 7 and 10 January 1927.

Maintaining the necessary neutral zones on the east coast for eight days, the battalion left one company at Rama before proceeding on, in *Argonne*, through the Panama Canal to the port of Corinto, on the west coast of Nicaragua. There, she disembarked the rest of the battalion on 24 January to maintain the neutral zones between that port and the capital city of Managua, before returning thence into the Caribbean to resume tending operations with SubDiv 20.

During March *Argonne* provided tender services to ships engaged in Fleet Problem VII, in a large-scale exercise that pitted the combined Battle Fleet, Base Force and fleet submarines against the combined Scouting Fleet, Control Force and Train Squadron 1. She rejoined the Special Service Squadron at the end of that month, however, to resume her transportation duties to Nicaraguan ports.

On 1 July 1927, *Argonne* became part of the Control Force, with which she carried out her previous duties with the Special Service Squadron, until being transferred with SubDiv 20 to the Battle Fleet, on 19 November. She operated with the fleet on the Pacific Coast, principally at San Diego, San Pedro, or Mare Island, until she sailed for Hawaiian waters on 18 April 1928, to take part in Fleet Problem VIII, an exercise that pitted light cruisers and a detachment of ships from Pearl Harbor ("Orange") against the Battle Fleet and the Train ("Blue"). Reaching Pearl Harbor on the 28th, she then based at Lahaina, and carried out tactical exercises with the fleet, ultimately returning to Mare Island for her annual overhaul on 29 June.

Resuming her active service with the Battle Fleet in the San Diego-San Pedro area from 18 August 1928, she operated there until 15 January 1929 when she sailed for Balboa, to take part in Fleet Problem IX, with all available units of the Battle Fleet and Train Squadron Two—these in the main opposed by the Scouting Fleet and the Control Force and the defense forces of the 15th Naval District and Army units. Arriving at Balboa on 29 January, the assembled fleet conducted its concentration based on Panama Bay before setting course back to San Diego on 11 March, and ultimately arriving back in their usual operating areas on the 22d.

Over the next eleven months, *Argonne* provided support services at San Diego with SubDivs 11 and 20, as the ships conducted speed and endurance tests, as well as torpedo and sound exercises. During this period, on 15 June 1929, Capt. Chester W. Nimitz, who had been a passenger on board the ship seven years before, became her commanding officer. His concurrent billet was that of Commander, SubDiv 20, his broad pennant in *Argonne*.

After overhaul at Mare Island, *Argonne* tended SubDivs 11

and 20 at San Diego from 11 December 1929 to 15 February 1930 before sailing for Panama on the latter date in company with Destroyer Squadrons, Battle Fleet, for the annual fleet concentration and the year's culmination of training, Fleet Problem X and XI. Each force was augmented to match them more evenly, pitting the Scouting Fleet against the Battle Fleet.

Following the exercises in the Caribbean, *Argonne* accompanied the fleet as it moved up to New York, arriving there on 7 May 1930. She operated with the fleet at New York, Newport, and Hampton Roads until 26 May, when she then set course for Panama and back to San Diego, arriving at the latter port on 19 June. She continued her tender operations from there until 1 December. During that time, she was transferred to the Control Force, Battle Fleet, on 6 November, on which date she was also transferred from SubDiv 20. Capt. Nimitz shifted his command pennant to *Holland* (AS-3) on 5 November, that ship becoming flagship for SubDiv 20.

Argonne accompanied SubDivs 11 and 19 from San Diego on 1 December 1930, and engaged in maneuvers en route to Pearl Harbor, before she returned immediately to San Diego two days before Christmas with SubDivs 9 and 14. On 6 January 1931, *Argonne* became flagship for Commander, Fleet Base Force, and steamed from San Pedro that day, to take part in Fleet Problem XII—an evolution opposing the Battle Fleet to the Scouting Fleet, the latter augmented by the rigid airship *Los Angeles* (ZR-3). Returning to San Pedro on 4 April, she then conducted operations off the west coast, fleet and tactical maneuvers, until she departed San Pedro with the Battle Force on 23 January 1932 for Hawaiian waters.

At Pearl Harbor and Lahaina Roads, *Argonne* took part in exercises and provided tender support for the fleet as it carried out Fleet Problem XIII between the west coast of the United States and the Hawaiian Island; with the Battle Force once more set against the Scouting Force. Returning to San Pedro on 21 March 1932, she spent the next eleven months providing tender support services and operated with the fleet at San Pedro, San Francisco, and San Pablo, until 8 March 1933.

Argonne sailed from San Pedro on that date, one day after Comdr. Harry A. Badt relieved Comdr. C. R. Hyatt as *Argonne's* commanding officer and as commanding officer of the Aleutian Islands Surveying Expedition. Reaching the Puget Sound Navy Yard on 13 March, *Argonne* was drydocked, received stores and equipment, fuel oil and gasoline, and ultimately sailed for Dutch Harbor on 6 April. Proceeding thence to Bay of Islands, Adak, the ship surveyed those waters between 10 and 28 April before she proceeded back to Dutch Harbor with *Swallow* (AM-4) in tow. *Argonne* remained at Dutch Harbor from 1 to 18 May, contacting *Patoka* (AO-9) at that port for fuel oil and provisions, but also awaiting better weather in which to conduct her surveys. Finally departing Dutch Harbor on 18 May, the ship returned to the survey area—the waters off Adak, in the western Aleutians—on the 20th, remaining in the area for eight days before returning to Dutch Harbor for fuel oil and gasoline. She completed her survey work off Adak from 3 to 16 August before she sailed for Mare Island, and an overhaul, on 25 August.

Argonne, during her time in northern waters, also assisted the Bering Sea Aerological Expedition, with weather surveys and analyses necessary for radio stations of Washington and Alaska.

Remaining as flagship for the Base Force, *Argonne* provided tender services at San Pedro from 4 October 1933 to 9 April 1934; she then sailed south with the fleet, and supported its operations in Fleet Problem XV, the big war games which again pitted Battle Force against an augmented Scouting Force. In the course of her operations, the ship operated at Balboa, Colon, Culebra, Ponce, Gonaives and Guantanamo Bay. She then steamed north with the fleet as it called at New York City, arriving on 2 June to be reviewed by President Franklin D. Roosevelt. She subsequently provided tender services out of New London and Newport before she proceeded to Port-au-Prince to participate in the withdrawal of the 1st Marine Brigade from Haiti on 15 August 1934. "Impressive ceremonies on shore amidst most friendly feelings displayed by the populace" accompanied the departure of the marines, whose duties as peace-keepers had been taken over by the fully Haitianized Garde d'Haiti. Other ships involved in the lift included *Woodcock* (AM-14), *Bridge* (AF-1), and USAT *Chateau Thierry*.

Following leave and liberty at Hampton Roads and at New Orleans, *Argonne* joined the fleet, transited the Panama Canal,

and ultimately arrived at San Pedro on 9 November 1934. As Base Force flagship, she provided tender and repair services for minesweepers, tugs, and harbor craft, while maintaining the only major photographic laboratory for phototriangulation of fleet gunnery exercises. Over the next seven years she operated principally out of San Pedro, but followed the fleet to the waters of Hawaii or Panama to carry out her vital support duty. On 25 July 1940, her classification was changed from submarine tender to "auxiliary, miscellaneous," and she was given the alphanumeric hull number AG-31. Eventually, with the movement of the Fleet to Hawaiian waters over the winter of 1939 and spring of 1940, commencing with the establishment of the Hawaiian Detachment in October 1939 and the permanent retention of the fleet in Hawaiian waters upon the conclusion of Fleet Problem XXI in April 1940, the needs for auxiliaries such as *Argonne* resulted in a change of scene for that ship. In August 1941, she was shifted from San Pedro to Pearl Harbor.

On the morning of 7 December 1941, *Argonne*—flagship for Rear Admiral William L. Calhoun, Commander, Base Force, Pacific Fleet—lay alongside 1010 Dock, when aircraft from six Japanese carriers struck the Pacific Fleet as it lay at Pearl Harbor, and neutralized surrounding air and military installations. The ship manned her antiaircraft battery—3-inch guns and .50-caliber machine guns—and commenced fire about 0758, shortly after the raid began.

Argonne's crew, wrote Comdr. F. W. O'Connor, the ship's commanding officer, "performed their duties in accordance with the best traditions of the service," helping to get wounded men from damaged ships, recovering bodies from the water, and "assisting with repair facilities to full capacity." Early in the raid, Corporal Alfred Schlag, USMC, from the ship's marine detachment, manning a .50-caliber machine gun, claimed shooting down an enemy plane as it flew over 1010 dock and turned toward Ford Island.

Interestingly enough, a member of *Argonne's* crew was actually attacked before his ship was; Motor Machinist's Mate 2d Class M. F. Poston was taking flying lessons. Returning from Haleiwa to the KT Flying Service field, flying a light training plane, Poston and Bob Tice, the latter the owner of the flying service (who was flying an accompanying plane) were both attacked by Japanese planes which shot them down. The one attacking Poston's light sport plane shot away the propeller and engine, forcing the *Argonne* sailor to take to his parachute.

That evening, six fighters from the carrier *Enterprise* (CV-6), sent to land at the Naval Air Station at Pearl Harbor after accompanying a strike group looking for the carriers from which the Japanese raid had been launched, arrived over Pearl. Tragically, before the planes' friendly character could be established, understandably jittery gunners shot down four of the six planes; three pilots were killed. One .50-caliber bullet fired from the direction of Ford Island penetrated *Argonne's* port side, killing Seaman 2d Class Pallas F. Brown and wounding Seaman 1st Class Leonard A. Price. In a bitter irony, both men had survived the loss of their ship, *Utah* (AG-16), earlier that morning.

Argonne remained at Pearl Harbor into the spring, serving as flagship for the Base Force until Rear Admiral Calhoun moved his flag ashore, to a headquarters at the Pearl Harbor Navy Yard. That spring, the troopship *President Taylor*, while on a voyage to Canton Island, ran aground there. After loading salvage equipment, light trucks, medical supplies and ammunition, *Argonne* stood out of Pearl Harbor on 6 April 1942 for Canton, escorted by the fast minelayer *Breese* (DM-18), and arrived at her destination on 12 April. She soon sent a salvage party and equipment to attempt salvage of the grounded troopship.

Accompanied by *Breese* and the fleet tug *Navajo* (AT-64), *Argonne* cleared Canton on 5 May for Pearl Harbor, and arrived on the 11th. She remained there until 10 July, when, with general cargo on board, she sailed on her second voyage to Canton Island, accompanied this time by *Southard* (DMS-10) and *Hovey* (DMS-11), and arrived at her destination on the 16th, unloading cargo the same day. Sailing on the 17th, *Argonne* put into Suva Harbor, Fiji Islands, on the 21st, to unload cargo, and then, two days later, set course for Noumea, New Caledonia, in company with *Hovey*, arriving on 27 July 1942.

On the morning of 1 August 1942, Vice Admiral Robert Lee Ghormley broke his flag on board *Argonne*, having shifted his headquarters from Auckland, New Zealand, as Commander, South Pacific Force and South Pacific Area. Operation "Watchtower," the invasion of Guadalcanal, began six days later, on 7 August. The direction of the course of the operation, however,

appeared to require an infusion of new blood and a more aggressive commander. This soon came, in the form of Vice Admiral William F. Halsey, Jr., who arrived at Noumea on 18 October 1942 and was informed, upon arrival, that he was to relieve Vice Admiral Ghormley. Halsey assumed command on board *Argonne* the same day. Two days later, too early in this billet to journey to Guadalcanal to get a personal look at the situation there, Halsey convened a conference on board *Argonne* at Noumea; among those present were Rear Admiral Richmond K. Turner, commanding the Amphibious Forces, Pacific, and Major General Alexander A. Vandegrift, Commanding the 1st Marine Division on Guadalcanal.

Also present were Lieutenant General Thomas Holcomb, the Commandant of the Marine Corps, who by happenstance was in Noumea on an inspection tour of the area, and Army Major Generals Alexander M. Patch and Millard F. Harmon. After a lengthy discussion of the situation on Guadalcanal, Halsey asked those present if the Americans should evacuate or hold; when told by Vandegrift that he would hold—if he got more support—Halsey told the 1st Marine Division's commander, "All right. Go on back. I'll promise you everything I've got." Guadalcanal would be held.

Halsey exercised command of the theater from *Argonne* until he shifted his flag ashore, the ship proving "hopelessly inadequate" for the increase in the number of people required on the staff. *Argonne* was not only overcrowded, but possessed no air conditioning system.

Argonne remained at Noumea until 16 June 1943, when she sailed for Auckland, arriving at that port on 21 June. She proceeded thence on 27 July for Espiritu Santo, in the New Hebrides, and arrived there, accompanied by HMNZS *Inchkieth*, on 11 August. After embarking men from Carrier Aircraft Service Unit (CASU) 14, *Argonne* sailed for the Solomons the same day (11 August), reaching Purvis Bay, off Florida Island, on the 13th. While moored at Purvis Bay, the ship conducted repairs to the destroyer *Selfridge* (DD-357), which had been damaged in an engagement with Japanese destroyers off Vella LaVella on the night of 6 October.

Sailing from Purvis Bay on 1 November 1943 in company with SS *Coutant* and escorted by the New Zealand Navy corvette HMNZS *Kiwi*, *Argonne* arrived at Tillotson Cove, Russell Islands, the same day. The ship remained in the Russells, carrying out repair and salvage work, until 27 April 1944, when she stood out for Majuro Atoll in the Marshall Islands.

Assigned to Service Squadron (ServRon) 10, *Argonne* provided vital service to the fleet at Majuro until 21 August, when she sailed for Manus, in the Admiralty Islands, a base for the operation to secure the Western Carolines. On board *Argonne* was Capt. S. B. Ogden, designated as Representative "A" of Commander, ServRon 10, who established his mobile base at Seadler Harbor upon arrival at Manus on 27 August. From on board *Argonne*, Capt. Ogden administered the activities of the ServRon 10 detachment as it rendered key logistics support.

At 0850, local time, on 10 November 1944, *Argonne* lay moored to a buoy in berth 14, Seadler Harbor, when the ammunition ship *Mount Hood* (AE-11) blew up, 1,100 yards away. "At the time of the explosion," wrote *Argonne's* captain, Comdr. T. H. Escott, "I was standing outside my cabin . . . in conversation with the executive officer. By the time we had recovered our stance from the force of the explosion, and faced outboard, the area in the vicinity of berth 380 (where *Mount Hood* had lay moored) was completely shrouded in a pall of dense black smoke. It was not possible to see anything worth reporting. A second or so thereafter, fragments of steel and shrapnel began falling on and around this ship."

Some 221 pieces of debris, ranging in size from one to 150 pounds, were recovered on board, totalling 1,300 pounds. Several other pieces caromed off *Argonne's* port side into the water alongside, and others landed on *YF-681* and *YO-77*, the latter alongside delivering fuel oil at the time. The repair ship *Mindanao* (ARG-3), suffered heavily, moored in a berth between the disintegrating ammunition ship and *Argonne*. Riddled with shrapnel, *Mindanao* suffered 23 killed and 174 wounded in the explosion. *Argonne* suffered casualties, too, as well as the destruction of a 12-inch searchlight, five transmitting antennas broken away, and steam, fresh-water and salt-water lines ruptured, as well as extensive damage from concussion.

After repairs and a resumption of work at Manus, *Argonne* sailed for Kossol Passage, in the Palaus, arriving there on 15

December 1944. While anchored in berth 74, Kossol Roads, the ship again suffered damage at the hands of friendly ships. *YMS-275* lay alongside to the port side, aft; *YMS-38* and *SC-702* to the port side, forward. An LCVF, attempting to tie up alongside the subchaser, accidentally fouled its ramp in the depth charge rack of *SC-702*, wrenching loose a 300-pound depth charge. The explosion of the sinking charge lifted *Argonne* bodily "several inches," and jarred two additional charges loose from *SC-702's* track—which, fortunately, did not explode. Damage to *Argonne* was confined mostly to the forward portion of the ship, in the print shop, radio-repair shop, and galleys and pantries, as loose gear came crashing to the deck. After again repairing her own damage, the ship resumed her important service to the fleet, and remained in the Palaus until she sailed for the Philippines on 11 February 1945 to take up support operations for the Okinawa campaign, basing on Leyte.

Arriving at her new base of operations on 15 February, *Argonne* operated out of Leyte into June. She weighed anchor on the 14th of that month and sailed for the Marshalls on that date.

Argonne remained in the western Pacific through the end of hostilities with Japan in August 1945, and briefly served with the occupation forces in Japanese waters before returning to the United States. Ultimately returning to the United States after a brief stint with the Naval Transportation Service on "Magic Carpet" service after the war, *Argonne* was decommissioned at Mare Island Naval Shipyard on 15 July 1946. Deemed not essential to the United States, she was transferred to the Maritime Commission on 31 July 1946. *Argonne* was struck from the Naval Vessel Register on 28 August 1946. Ultimately, the ship was sold to the Boston Metals Corp. on 14 August 1950, and was broken up for scrap.

Argonne (AG-31) was awarded one battle star for her World War II service, at Pearl Harbor.

Argos

The builder of the ship *Argo* which Jason commanded during the expedition in quest of the Golden Fleece. Also, Odysseus' dog in Homer's epic poem. *The Odyssey*. When Odysseus returned from the Trojan War after an absence of 20 years, Argos wagged his tail in recognition and then died. Also, the name of several ancient cities and districts in Greece.

Koka (q.v.)—a single-turreted, light-draft monitor completed on 28 November 1865 but never commissioned—was renamed *Argos* on 15 June 1869.

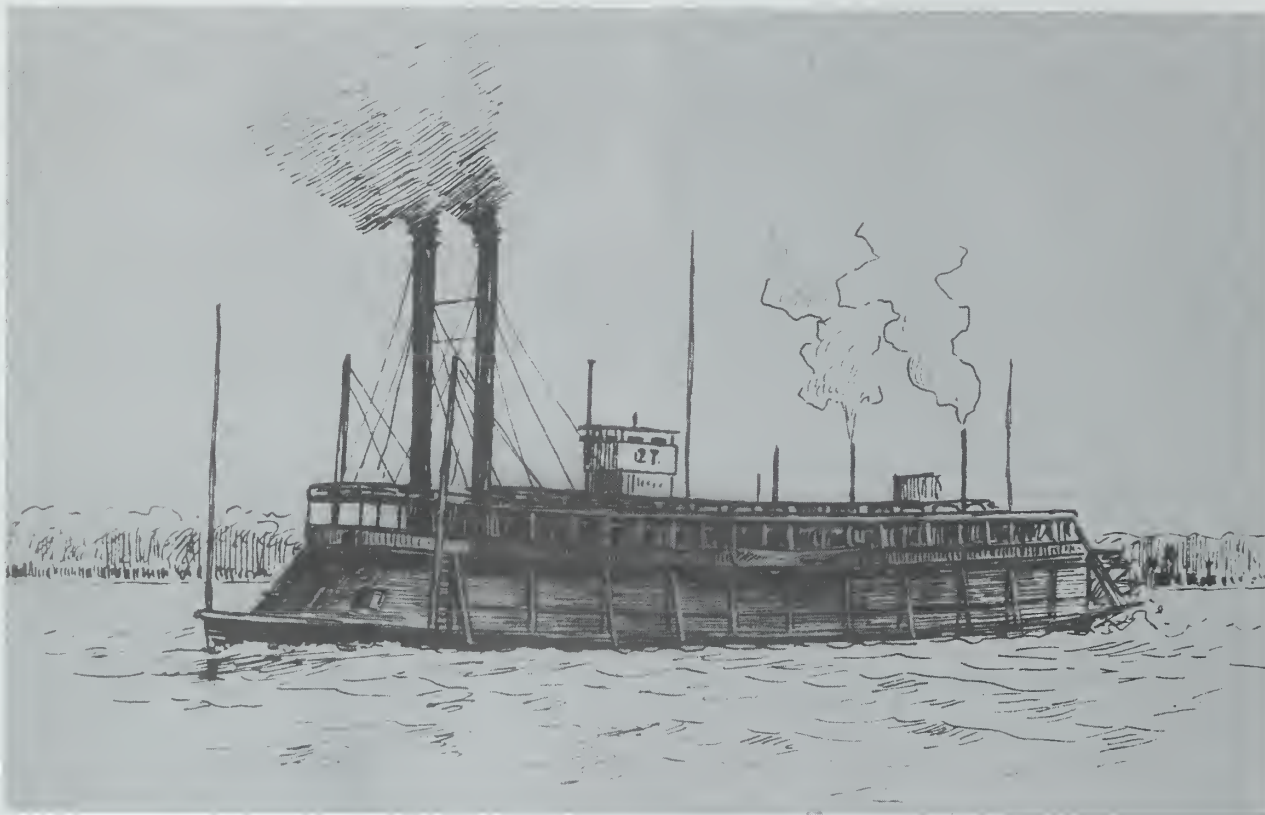
Argosy

(StwStr: t. 219; l. 156'4"; b. 33'; dph. 4'8"; dr. 4'6"; s. 5 mph (upstream); a. 6 24-pdr. sb., 2 12-pdr. r.)

On 24 March 1863, the Union Navy purchased *Argosy*—a stern-wheel river steamer built in late 1862 and early 1863 at Monongahela, Pa.—and, five days later, placed her in commission, Acting Master William N. Griswold in command.

On 3 April, she got underway up the Ohio to join a group of gunboats—commanded by Lt. Comdr. Le Roy Fitch—operating on that river and on its tributaries, the Tennessee and the Cumberland. Her duties consisted of patrolling these waters to safeguard their use as lines of communication and supply supporting Union troops then pushing south through the state of Tennessee and, later in the war, into Georgia. She also labored to deny the use of these waters to Southern forces.

For example, on 5 May, she joined four other gunboats in an expedition up the Tennessee. As they ascended that river, they destroyed " . . . every kind of boat that could serve the rebels . . ." On the 11th, she, *Covington*, and *Silver Cloud* left *Queen City* and *Champion*, the division flagship, at Cerro Gordo and continued on upriver to Eastport, " . . . the highest navigable point at



Argosy, as rendered in a pen and ink sketch by Samuel Ward Stanton, circa 1863. (NH 65460)

that stage of water." Their presence far up the Tennessee provided General Rosecrans with a possible haven of naval gunfire support to which his troops could retire in the event of a serious setback in an engagement with Confederate forces which, Union leaders then felt, were massing for a major offensive.

For a number of reasons—including the assassination of General Earl Van Dorn on 7 May—the Southern push did not materialize, but *Argosy*'s operations on this occasion were typical of her service throughout the remaining two years of the Civil War. By this time, the South's naval forces had been swept from the Mississippi and its branches; and Vicksburg and Port Hudson, the last Confederate riverside forts blocking Northern shipping, were about to fall. Thus, other than routine patrol and escort duty, little work was left for the gunboat.

One exception occurred on 6 September 1863 when a party from *Argosy* landed at Bruinsburg, Miss., to destroy a ferry. The Northern sailors also found a small group of horsemen with a large quantity of ordnance supplies. Upon seeing the Union men, the Southerners mounted and rode away, abandoning a "... wagonload consisting of 250,000 waterproof percussion caps, 1 box containing 5,000 friction pruners . . ." and a few other items.

The end of the war found *Argosy* serving in the 1st District of the Mississippi Squadron which was responsible for the river between New Orleans and Donaldsonville, La. In the predawn darkness of 24 April, the Confederate steam ram *Webb*—which had just emerged from the mouth of the Red River—dashed downstream past *Argosy* in an attempt to escape to sea. False rumors—that President Jefferson Davis and other high officials of the collapsed Confederacy were on board the Southern steamer—heightened interest in her race toward freedom. Her success depended upon the steamer's slipping by Union warships without being identified. When her true nature was discovered and a warning of her coming had been wired downriver, her commanding officer, Lt. Charles W. Read, CSN, realized that all chance of safely reaching the Gulf of Mexico had disappeared.

As a result, he ran *Webb* on a riverbank, set her afire, ordered his crew to scatter, and attempted to slip away ashore.

Argosy continued to serve the Mississippi Squadron as it demobilized during the months following the end of the fighting. One of its last ships, the stern-wheeler, was finally decommissioned at Mound City, Ill., on 11 August 1865. She was sold at Public Auction there on 17 August 1865 to Mr. V. P. Schenck, and was redocumented under her original name on 11 October 1865. *Argosy* operated commercially on the Mississippi and its tributaries until she was destroyed by fire at Cincinnati, Ohio, on 7 March 1872.

Argus

A monster with a hundred eyes supposedly slain by the Greek mythological messenger of the gods, Hermes.

I

(Brig: t. 299; l. 94'6"; b. 28'2"; dph. 12'8"; cpl. 142; a. 2 12-pdrs., 16 24-pdr. car.)

The first *Argus*—a brig—was laid down as *Merrimack* on 12 May 1803 at Boston, Mass., by Edmund Hartt; renamed *Argus* on 4 June 1803; and launched on 21 August 1803.

Though no document recording the date of her commissioning has been found, *Argus* set sail from Boston on 8 September 1803. She put into Newport on the 18th in some unspecified state of distress and remained there for 10 days. The brig returned to sea on the 28th, set a course for the Mediterranean Sea, and arrived at Gibraltar on 1 November. There, her first commanding officer, Lt. Stephen Decatur, relinquished command to Lt. Isaac Hull and assumed command of Hull's former ship, *Enterprise*. She made a brief cruise to the east and then returned to Gibraltar to watch the Moroccans while the rest of Commodore



Argus falls to HMS *Pelican* in single-ship combat, 14 August 1813, in this watercolor rendered by an unknown English artist in about 1864. Beverly Robinson collection, Naval Academy Museum. (NH 56759)

Preble's squadron sailed east to blockade Tripoli. During the early part of 1804, she cruised the western Mediterranean in an unsuccessful search for a Tripolitan cruiser reportedly operating in that area. In March 1804, she received orders to join the rest of the squadron off Tripoli.

She arrived at Tripoli in company with *Constitution* and *Enterprise* on 19 June, but left the blockade late in the month to join a neutral ship at Syracuse and escort her back to Tripoli with supplies for the captive officers and crew of the frigate *Philadelphia* which had been taken by the Tripolitans after she had run aground on an uncharted reef off that port the previous October.

Argus resumed her blockade duties on 7 July. At that point, Preble began preparations to chastise the Tripolitans with a shore bombardment. Heavy weather, however, postponed the action until early August. On 3 August, the squadron moved in to provide long-range support for the gunboats and mortar boats actually engaged in the bombardment. The bombardment was considerably less damaging to the defensive works protecting Tripoli than hoped for, though the American gunboat crews boarded and carried several of the Tripolitan vessels sent out to engage them. The squadron conducted another ineffectual bombardment of Tripoli on the 7th; and, two days later, Commodore Preble embarked in *Argus* to reconnoiter Tripoli harbor. During that mission, shore batteries fired upon the brig, and she was struck below the waterline by a single shot. Fortunately, the shot did not pass all the way through her hull; and she remained on station off Tripoli following the attack. On the 28th of August, the squadron conducted a third bombardment of the defenses of Tripoli in which its guns inflicted severe damage. A week later, on the night of 4 September, *Argus* was among the ships that escorted the ill-fated fire ship *Intrepid* to the entrance of Tripoli harbor. When *Intrepid* blew up prematurely, *Argus* remained there to pick up survivors, but none had appeared by sunrise when she mournfully returned to her blockade station.

Through the winter of 1804 and 1805, the brig alternated between blockade duty off Tripoli and periods in port at Malta and Syracuse. In the spring of 1805, *Argus* participated in one of the more celebrated episodes of American naval history, the capture of Derna. During the preceding months, she had made several

voyages to Egypt in support of Consul Eaton's efforts to raise a force of men to take Derna in conjunction with the deposed, but rightful, pasha. After a march of over 600 miles across the desert in what is now known as Libya, the polyglot army—there were only 10 Americans in the whole force—arrived at Derna on 25 April 1805. *Argus* had met the army a day or two earlier at the Bay of Bomba to provide provisions. Now, she made preparations to provide bombardment assistance for the landward assault.

The "American" force launched its attack on the 27th. *Argus* and *Nautilus* anchored about half a mile to the eastward of the fortifications. The Tripolitans opened fire almost immediately upon *Argus* and upon *Hornet*, anchored quite a bit nearer than her two consorts. By 2:45 that afternoon, gunfire from the ships silenced all of the guns in the city. A desperate charge led by Lt. O'Bannon, USMC, managed to carry the gun batteries by storm and breathed new life into the assault. After hoisting the American flag over the battlements, he ordered the already loaded captured guns to be turned on the town. By 4:00 that afternoon, the entire town had fallen to Eaton's army, and the enemy fled to the hinterland. The capture of Derna has been immortalized in the words of the Marine's Hymn, "... to the shores of Tripoli."

Eaton's mixed force held the town until almost the middle of June. However, after Eaton's and O'Bannon's victory, a Tripolitan army, which had been sent to reinforce the town, arrived and began preparations to retake Derna. There, *Argus* remained offshore to provide gunfire support in the defense of the town throughout the occupation of Derna. When the Tripolitans finally assaulted the town on 13 May, *Argus* joined in the fray and enabled the defensive forces narrowly to beat back the charging enemy troops. *Argus*' guns wreaked havoc among the enemy forces during their headlong retreat. Between that time and early June, the Tripolitans made a few more half-hearted approaches during which *Argus*' long 12-pounders came into play. However, things remained relatively quiet, for negotiations with the pasha in power were already underway. On 11 June, orders arrived to evacuate Derna as negotiations had been concluded. The Christian troops and the deposed pasha were embarked in *Constellation* that evening, and the American ships quitted the area.

Argus continued to cruise the Mediterranean until the sum-

mer of 1806. She returned to the United States at the Washington Navy Yard on 13 July and was laid up there in ordinary until 1807. At that time, she was fitted out at the Washington Navy Yard and began a series of cruises along the Atlantic coast of the United States. Those cruises lasted into 1813 after America's entry into war against Great Britain. During one cruise between 8 October 1812 and 3 January 1813, she captured six valuable prizes and eluded an entire British squadron during a three-day stern chase. Through clever handling, she even managed to take one of the prizes as she was fleeing from the overwhelmingly superior English force.

On 18 June 1813, *Argus* put to sea from New York bearing the honorable William H. Crawford, the United States minister to France. She arrived in L'Orient, France, on 11 July, disembarked the minister, and put to sea again on the 14th. She spent the next month conducting a highly successful anticommerce cruise in the English Channel, thence around the southern coast of England and into St. George's Channel. At that point, early in the morning of 14 August, *Argus* ran afoul of HMS *Pelican*. Failing to gain the weather gage, *Argus* shortened sail and ran along the starboard tack as *Pelican* came up from behind. *Argus* wore ship and opened with her port battery. *Pelican* answered with her starboard guns. Soon into the action, *Argus'* commanding officer, William H. Allen, suffered a mortal wound when a round shot amputated his right leg. The captain, however, remained at his station until he fainted from loss of blood. *Pelican's* gunfire did fierce damage to *Argus'* rigging. Within 15 minutes, *Argus* was unmanageable for all practical purposes, and *Pelican* raked her at will. At 6:45, the British ship was in position to board; but, as her seamen began to storm on board, *Argus* struck her colors. During the 45-minute action, *Argus* lost 10 men killed—including her captain—and 13 wounded.

During the War of 1812, *Argus*—an 18-gun sloop of war laid down at the Washington Navy Yard in 1813—was still on the ways when the British advanced on the National Capital late in the summer of 1814. To prevent her capture by the enemy, she was burned on the ways on 24 August 1814.

II

(PY-14: dp. 859; l. 207'6"; b. 30'; dr. 12'; s. 14.5 k.; cpl. 59; a. 1 3", 4 .50-cal. mg., 1 dep. (Y-gun), 2 det.)

The second *Argus* (PY-14)—a yacht built in 1929 at Kiel, Germany, by *Germaniawerft* as *Haida*—was acquired by the Navy on 25 October 1940 from Mrs. Max C. Fleischmann of Glenbrook, Nev.; converted at Long Beach, Calif., by the Craig Shipbuilding Co. for naval service; renamed *Argus* (PY-14) on 14 November 1940; and commissioned on 13 February 1941, Lt. Comdr. Harold H. Connelley in command.

Argus arrived in San Francisco on 19 February 1941 and began duty patrolling San Francisco Bay as a unit of the Patrol Force, 12th Naval District. That assignment lasted until May 1941 when she was reassigned to what appears to have been a successor organization—Patrol Squadron 1, Local Defense Force, 12th Naval District. Her duty, however, remained substantially the same as before, patrolling San Francisco Bay. She continued to perform this task until decommissioned on 17 September 1941. She was then transferred to the United States Coast and Geodetic Survey which she served for eight months.

Argus was returned to the Navy on 16 March 1942; and, after reconversion at the General Engineering & Drydock Co., she was recommissioned at San Francisco on 18 April 1942. The converted yacht resumed her patrols of San Francisco Bay under the auspices of the Commandant, 12th Naval District, and continued that duty for the remainder of her naval career. Two events highlighted this otherwise prosaic existence.

The first occurred when *Argus* rescued the 60 survivors from the "Liberty Ship" *John A. Johnson*, which had been torpedoed and sunk by the Japanese submarine *I-12* on 30 October 1944. *I-12*, after ramming and sinking the lifeboats and rafts, had then machine-gunned the 70 survivors in the water, killing ten. A Pan American Airways plane spotted *John A. Johnson's* remaining men soon thereafter, and *Argus* recovered them at 2135 on 30 October. She disembarked them at San Francisco on 3 November. *Ardent* (AM-340) and *Rockford* (PF-48) then teamed up to sink *I-12* ten days later.

In the second, *Argus* participated in the establishment of a weather station on Clipperton Island, 670 miles southwest of Acapulco, Mexico. Departing San Francisco on 4 December 1944, with meteorological personnel embarked, the converted yacht reached the island a week later and landed her passengers. With the American colors hoisted over the island, the naval weather station was set up that day, supported at the outset by *Argus*. The yacht was decommissioned at San Francisco on 15 April 1946. Her name was struck from the Navy list on 21 May 1946, and she was transferred to the Maritime Commission on 30 October 1946 for disposal.

Arieded

A star in the constellation Cygnus.

(AK-73: dp. 14,550; l. 441'6"; b. 56'11"; dr. 28'4"; s. 12.5 k.; cpl. 195; a. 1 5", 1 3", 8 20mm.; cl. *Crater*; T. EC2-S-C1)

Noah H. Swayne was laid down under a Maritime Commission contract (MCE hull 500) on 20 September 1942 at Richmond, Calif., by the Permanente Metals Corp.; launched on 28 October 1942; sponsored by Mrs. D. W. Fernhout; renamed *Arieded* and designated AK-73 on 30 October 1942; acquired by the Navy on 12 November 1942; converted for naval service by the Matson Maintenance Co., San Francisco, Calif.; and placed in commission at San Francisco on 23 November 1942, Lt. Comdr. John B. Blaine in command.

The new cargo ship was assigned to Service Squadron 8, Pacific Fleet, and took on a cargo of ammunition, gasoline, and other war supplies before sailing—via Pago Pago, American Samoa—on 4 December for the New Hebrides. The ship reached Espiritu Santo on Christmas Day and commenced operations with the 3d Fleet. From January to July 1943, *Arieded* carried cargoes of ammunition and gasoline from Auckland, New Zealand, and Noumea, New Caledonia, to various points in the Solomon and Russell Islands.

In August 1943, the cargo vessel sailed to Port Chalmers, New Zealand, for a brief period of drydocking and repair work. She then resumed her routine of supply runs to the Solomon Islands. During 1944 and the first few months of 1945, *Arieded* carried military supplies and equipment to various island bases in the South Pacific. Among her ports of call were Guadalcanal, Florida Island, and Bougainville, Solomon Islands; Milne Bay, New Guinea; Noumea, New Caledonia; Manus, Admiralty Islands; Russell Islands; Peleliu, Palau Islands; and Funafuti, Ellice Islands.

Arieded sailed to Espiritu Santo in April 1945 and took on supplies and equipment earmarked to help troops struggling for control of bitterly contested Okinawa. She arrived off Hagushi beach, Okinawa, on 18 June. While the ship was discharging her cargo, several enemy air raids took place, but she suffered no damage and continued her unloading. On 2 July, the vessel sailed for Guadalcanal and Espiritu Santo to take on more supplies. After making stops en route at Eniwetok and Ulithi, *Arieded* arrived at Buckner Bay, Okinawa, on 18 August—three days after learning that Japan had capitulated.

On 26 October, *Arieded* completed discharging her cargo and got underway for Pearl Harbor, Hawaii. The vessel arrived there on 14 November and remained in Hawaiian waters until she was decommissioned on 12 January 1946. The ship was then towed to San Francisco for final disposition. Her name was struck from the Navy list on 29 September 1947. She was delivered to the Maritime Commission at Suisun Bay, Calif., on 2 October 1947 for layup in the reserve fleet. The ship was ultimately scrapped.

Arieded won two battle stars for her World War II service.

Ariel

An airy and playful spirit who served Prospero, a wizard and the deposed Duke of Milan, who is the leading character in Shakespeare's play, *The Tempest*. As he carries out the sorcerer's commands, Ariel finds great fun in making sport of humans and in playing pranks upon Caliban, Prospero's deformed, sluggish, ill-humored, and treacherous slave.

(SlpW: t. 435; l. 108'; b. 30'; cpl. 45; a. 16 9-pdr. sb.)

In the spring of 1780, while Commodore John Paul Jones was in command of *Alliance*, Benjamin Franklin—then one of the American commissioners at Paris—ordered him to load that frigate with munitions and military stores which he had acquired for Washington's Army and had assembled at L'Orient for shipment to the New World. Since more materiel of war was stored at that port than *Alliance* could hold, Franklin asked the French Minister of Marine for the use of the prize *Ariel* to carry the surplus. Soon thereafter, that sloop of war arrived at L'Orient for loading.

Built on the north bank of the Thames River, *Ariel* had been launched on 7 July 1777 by the Perry Shipyard in the Blackwall district of London's Poplar municipal borough. Early during her service in the Royal Navy, she conducted patrols in the Irish Sea. Then, commanded by Capt. Thomas MacKenzie, RN, she headed west across the Atlantic for duty along the coast of England's rebellious American colonies. While cruising off the shore of South Carolina, *Ariel*—rated as a 20-gun sloop of war although she then carried 26 9-pounder smooth-bore cannon—encountered the French frigate *Amazone* on 10 September 1779 and, after a long and fierce battle, was forced to surrender. Condemned as a lawful prize, the former British warship became the property of the French Navy, but apparently saw no service before she was placed at Franklin's disposal.

Meanwhile, Jones had left L'Orient, and journeyed to Paris to obtain funds with which to pay *Alliance's* crew back wages and long overdue prize money. During Jones' absence from his ship, Capt. Pierre Landais arrived in L'Orient. Franklin had recently relieved this erstwhile commanding officer of *Alliance* from command of that frigate for his disobedience to orders during a recent cruise of Jones' squadron and for his incompetence and disloyalty during the historic and heroic battle between the squadron's flagship, *Bonhomme Richard*, and the British frigate *Serapis*. Landais—prompted by Arthur Lee, a fellow commissioner but enemy of Franklin—seized command of *Alliance* on 13 June 1780. He sailed in the frigate on 8 July, bound for America with Lee and his suite on board as passengers but without most of the desperately needed military cargo which he left in L'Orient.

Since Landais' bizarre behavior had deprived Jones of *Alliance*, Jones assumed command of *Ariel*. He had the ship rerigged to improve her sailing qualities and removed 10 of his 26 guns to make room for more cargo. However, *Ariel's* sailing was also long delayed by loading the ship and by the need to obtain other vessels to carry the surplus cargo which *Ariel* could not hold. The ship—accompanied by merchantmen *Luke* and *Duke of Leinster* which Franklin had chartered to take care of the surplus supplies—departed L'Orient on 5 September, but they were held up in Groix Roads for over a month by contrary winds. The trio of ships finally put to sea on 7 October; but, the following day, one of the most severe storms in the history of the French coast broke and wreaked great havoc in the area, destroying many ships. *Ariel* lost all of her masts, sprang leaks, and suffered much other damage. Only Jones' superb seamanship enabled her to stay afloat and then to limp back into Groix Roads under a jury rig on the morning of 12 October.

Luke—faster and less damaged than *Ariel*—also managed to get back to port, but sailed independently before *Ariel's* repairs could be completed and was captured by a British warship. No record has been found of *Duke of Leinster* after her sailing on 7 October, so it is quite possible that she foundered during the hurricane.

More than two months passed before *Ariel* was seaworthy once more. She finally got underway again on 18 October. Since much of his ship's battery had been left in France, Jones followed a southern route in the hope of avoiding interference by the Royal Navy.

However, in this strategy, he was only partially successful. When his ship had reached a point some 200 miles north of the Leeward Islands, a lookout reported a large ship which soon began to approach *Ariel*. Rather than risk his only partially armed ship and the vital cargo and dispatches which she was carrying, Jones reluctantly had *Ariel* take to her heels. Jones hoped that she would shake off her pursuer during the night, but the stranger was in full sight when daylight returned the follow-

ing morning, closer than she had been when last seen the previous evening.

Ever resourceful, Jones then shifted to a new plan. He would try to pass *Ariel* off as a warship of the Royal Navy. When his pursuer reached hailing distance of *Ariel*, Jones demanded that her captain identify himself and his ship which proved to be the 20-gun British privateer *Triumph* commanded by John Pindar. Jones then ordered the privateer's captain to come on board *Ariel* with documents to verify his statements. When Pindar did not do so, Jones opened fire and forced his surprised enemy to surrender following a short and one-sided struggle. However, after *Triumph* had struck her colors, Pindar maneuvered his ship to *Ariel's* weather bow while the latter was lowering a boat for a prize crew and then quickly sailed away from the slower American ship.

This engagement was John Paul Jones' last battle in the cause of American freedom, but he soon had to deal with trouble of another sort, a budding mutiny. After uncovering a plot to take over the ship by the English seamen whom he had enlisted from among British prisoners of war in France to fill out a crew built around survivors from *Bonhomme Richard*, he clapped a score of the troublemakers in irons. The rest of her voyage to the Delaware capes was uneventful, and *Ariel* finally reached Philadelphia with her badly needed military stores—which included 437 barrels of gunpowder, 146 chests of arms, a large quantity of shot, sheet lead, and much medicine—on 18 February 1781.

At the beginning of March, *Ariel*—still in port discharging her cargo—fired a salute to celebrate Maryland's ratification of the Articles of Confederation activating the new Nation's first central government.

Early in June 1781, Jones turned *Ariel* over to the Chevalier Anne-César de La Luzerne—the French minister to the United States—who manned her with a French crew for the voyage back to France. She apparently served the French Navy until she was lost in 1793.

II

(Sch: t. 75; cpl. 36; a. 4 12-pdrs.)

The second *Ariel*—a schooner built on Lake Erie at Presque Isle (Erie), Pa., by Adam and Noah Brown—was launched in April 1813 and commissioned sometime during the ensuing summer, Lt. John H. Packett in command.

At the outset of her service, *Ariel* was blockaded in the harbor at Presque Isle by the British squadron under Capt. Robert Heriot Barclay, RN, until 2 August. However, when the English warship sailed away that day, Lt. Oliver Hazard Perry at once moved to get his squadron out into the lake. That action necessitated removing the guns from the two largest vessels of the squadron—the 20-gun brigs *Lawrence* and *Niagra*—and literally carrying them over the shallow bar at the entrance to the harbor. *Lawrence* passed over the bar early on the morning of 5 August. At about 8:00 that morning, the British squadron reappeared and traded long-range gunfire with *Ariel* and other small units of the American flotilla. Apparently Barclay did not realize that the two heaviest units in the American force were still without guns and undermanned for, after trading a few rounds with *Ariel* and her colleagues, he drew off and gave the Americans time to rearm and bring their complements up to strength. Soon thereafter, *Niagra* also crossed the bar; and the Americans began preparations for battle.

Perry and his squadron left Presque Isle on the 18th to search for the British. However, by then Barclay had put into Amherstburg; and he remained there until the beginning of the second week in September. Meanwhile, after cruising around the lake fruitlessly for a time, Perry took all his ships—except *Ohio* which he sent down the lake—into Put-in Bay. On 9 September, the British squadron, dangerously short of provisions, left Amherstburg in search of a decision with the superior American unit. When *Lawrence's* lookout sighted Barclay's squadron on the horizon at daybreak on 10 September, Perry immediately ordered his ships to weigh anchor. As the American force steered generally northwest to meet the enemy, *Ariel* and *Scorpion* led the column, with *Lawrence* immediately astern and the rest of the Americans at some distance back. The action opened at about 1145 with some extreme range shots from a long 24-pounder on board HMS *Detroit*, second ship in the British column. *Scorpion*

responded with her long 32-pounder, but *Ariel*—armed only with long 12-pounders—apparently held her fire for a time. Within 10 minutes, the action became general—at least between the British and three or four of the leading American ships. The rear-most American's were still quite out of range. *Ariel*, *Scorpion*, and *Caledonia* appear to have suffered little due to the fact that the British concentrated upon *Lawrence*. The smaller warships, however, stood gallantly by their stricken flagship inflicting on the enemy what damage they could. During the first phase of the Battle of Lake Erie, *Ariel* lost one of her four 12-pounders when it burst due to an overload.

Two hours and 30 minutes into the action, *Lawrence* was a battered wreck with her last gun silenced. *Ariel*, *Scorpion*, and *Caledonia* remained in action as the fresh *Niagra* finally hauled up to join in the close action. At that point, Perry shifted his flag to *Niagra* and charged to break the British line of battle. *Lawrence*, with but 14 effective seamen, struck her colors soon after Perry crossed over to *Niagra*. The British were never able to take possession of her, though, because *Niagra* succeeded admirably in breaking the British line and raking three of their ships to port and the other four to starboard. Meanwhile, *Ariel* and *Scorpion* provided what amounted to a crossfire on the three ships to *Niagra*'s portside. Within 15 minutes of his line being broken, Barclay—his major units in shambles—lowered his flag in surrender. Two of the smaller British ships tried to flee, but *Scorpion* and *Tripp* shepherded them back later that night. Throughout the battle, *Ariel* lost only one man killed and three wounded. On the night of 11 September, both squadrons entered Put-in Bay.

The defeat of the British squadron on Lake Erie opened the way for the recapture of the Northwest Territory (primarily what is now the state of Michigan) and for an invasion of Canada. After repairing the ships of the squadron and their prizes, Perry began embarking the troops of General William Henry Harrison's invasion force on 24 September. That operation complete, the squadron and its embarked troops set out for the mouth of the Thames River on the 27th. They reached their destination at about 4 o'clock that afternoon, and the troops moved ashore unopposed. Three ships of the squadron moved upriver as the American troops advanced on the retreating British. Although some sources indicate that *Ariel* was one of those ships, others which are probably more reliable indicate that the troops were accompanied by *Scorpion*, *Tigress*, and *Porcupine*. However, these records state that even those three ships were unable to ascend the river far enough to participate in the American victory in the Battle of the Thames fought on 5 October 1813. *Ariel*, therefore, probably rode at anchor at the mouth of the river throughout the operation. The brief campaign ended two days after the battle when the American troops returned to Detroit to consolidate once more their position in Michigan while the American flotilla reigned supreme on Lake Erie.

Ariel's subsequent career remains a mystery. One source suggests that she was burned during the British raid on Black Rock (now Buffalo), N. Y., on 29 and 30 December. That end, however, seems unlikely for she was carried on a list of ships dated 18 March 1814; and Theodore Roosevelt, in his still-respected study, *Naval War of 1812*, indicates that she joined three other small warships on a brief raid of British posts along the northern shores of Lake Huron. Unfortunately, none of the sources offer any real substantiation for their assertions. All that can be clearly stated is that her name was not included with those of her sister schooners on a list of United States naval vessels dated 2 January 1816.

III

(Sch: t. 48; s. 7.5 k.; cpl. 13; a. 1 gun)

The third *Ariel*—a schooner built in Baltimore by Dorgin and Bailey as *Fourth of July*—was purchased by the Navy in April 1831 and commissioned as *Fourth of July* on 19 May 1831, Lt. Ebenezer Farrand in command.

Renamed *Ariel* on 9 June 1831, she served as a patrol vessel guarding a live oak forest growing on the gulf coast of Florida between Cape Sable and the Perdido River. That duty lasted from June 1831 to December 1832. She entered port at Norfolk, Va., on 31 December 1832. Decommissioned there, she was sold on 3 January 1833.

IV

(Sch: t. 20; dr. 4'; a. 1 lt. 12-pdr. sb.)

Early in the Civil War, the fourth *Ariel*—a small, privately owned schooner—worked out of Mobile, Ala., under Confederate papers as a blockade runner. Few details of these operations have been found; but we do know that, on the night of 11 October 1862, she succeeded in slipping through the Federal blockade off Mobile Bay and sailed to Cuba laden with cotton. After arriving at Havana six days later, she delivered her cargo and filled up with lead, tin, medicine, wine, coffee, and other items needed by the South. On the evening of 14 November, as she was attempting to return to Mobile, *Ariel* was detected and captured by the Union screw steamer *Huntsville*. Sent to Key West, Fla., for adjudication, the schooner was eventually condemned as a lawful prize and was purchased by the Union Navy from the Key West prize court on 24 July 1863.

However, long before her formal acquisition, *Ariel* was fitted out for service in the East Gulf Blockading Squadron. On 21 December 1862, Rear Admiral Theodorus Bailey detached Acting Master's Mate William C. Molloy from the recently arrived bark *Gem of the Sea* and ordered him to assume command of the schooner; and she began service as a tender to the squadron flagship, the frigate *St. Lawrence*. For the remainder of her service in the Union Navy—some two and one-half years—she spent most of her time acting as a tender to a larger warship, often the flagship.

While carrying out the unglamorous, monotonous, but important tasks assigned to her as she labored in her ancillary capacity, *Ariel* managed to take three prizes. The first came on 6 January 1863. As she was cruising off Key Biscayne Bay, Fla., about mid-afternoon, she "... saw a suspicious looking craft ..." sailing close to shore and immediately changed course to investigate. The stranger attempted to flee; but, after a chase lasting over two and one-half hours, was overtaken and forced to heave to. The prize proved to be the sloop *Good Luck*, bound from New Smyrna, Fla., with a cargo of turpentine and cotton to be delivered to Nassau, New Providence Island, in the Bahamas. Her master, Edward Dexter, had already achieved considerable notoriety as a blockade runner. Since the sloop was leaky, *Ariel* towed her to Key West where she was turned over to the prize court.

Her next score did not come until late in the year when she captured *Magnolia* on 16 December 1863. When *Ariel* took that Confederate sloop, she was in the Gulf of Mexico, some 70 miles west of Charlotte Harbor, Fla., and heading for Mobile with medicines and liquor.

Off the mouth of the Chassahowitzka River, Fla., on 28 May 1864, two boats from *Ariel* captured *General Finegan* carrying cotton and turpentine from Crystal River, Fla., and heading for Havana. The cargo was removed and sent to Key West; but, since she was leaking, the sloop was burned.

About this time, *Ariel* became active in supporting Army operations. In mid-April 1864, she assisted troops which had been ordered to reinforce Fort Myers, Fla., and she continued to conduct similar operations through the ensuing summer. For instance, on the evening of 16 September, while *Ariel* was acting as a tender to screw steamer *Hendrick Hudson*, the schooner's commanding officer, Acting Master J. Russell, organized an expedition to a point near Tampa Bay, Fla., to take possession of a large amount of cotton owned by David Hope, a renowned skipper of southern blockade runners. What cotton the expedition could carry was sent to Key West and the rest was put to the torch.

Thereafter, *Ariel* continued to serve along the Florida coast through the end of the Civil War. After the collapse of the Confederacy, she was sold at Key West on 28 June 1865 to a John Curry.

V

(AF-22: dp. 11,875; l. 446'10"; b. 60'3"; dr. 26"; s. 18.5 k.; cpl. 328; a. 1 5", 3 3", 12 20mm.)

Jamaica was built in 1933 at Newport News, Va., by the Newport News Shipbuilding & Drydock Co.; owned by the United Fruit Co.; operated in that company's "Great White Fleet" as a

passenger liner until leased by the Navy on 24 March 1942; converted for naval service as a store ship by Todd's Galveston, Tex., shipyard; renamed *Ariel* and designated AF-22; and placed in commission at Galveston on 14 May 1942, Capt. E. P. Hylant in command.

On 25 May, the new store ship got underway for Norfolk, Va. Upon arriving there, she assumed duty with Service Squadron 7, Service Force, Atlantic Fleet. During the next one and one-half years, *Ariel* operated along the east coast and made numerous voyages to ports in the Caribbean. Among her stops were Bermuda; Trinidad; San Juan, Puerto Rico; and Havana and Guantanamo Bay, Cuba. This routine was interrupted by a cruise to Iceland in August 1943. The ship left New York City on the 15th and sailed to Argentina, Newfoundland, before continuing on to Iceland and reaching Reykjavik on 24 August. After unloading her holds, the ship retraced her course back to the east coast, arrived back at New York City on 7 September, and resumed her schedule of supply runs to the Caribbean.

On 4 January 1944, the store ship left Norfolk with a convoy bound for the Mediterranean. She touched at Algiers, Algeria, on 24 January, and soon sailed for Naples, Italy. The ship reached that Italian port later the same month and discharged supplies. She then sailed eastward and paused at Oran, Algeria, in early February before sailing back to the United States. The ship arrived at New York City on 13 February.

Ariel set sail for the Caribbean on 20 February and made port calls at St. Thomas, Virgin Islands, and San Juan, Puerto Rico, to unload supplies. The ship then returned to New York. In late March, she commenced another voyage to Iceland and arrived back at New York on 10 April. After a few weeks of upkeep, *Ariel* sailed for the United Kingdom. Upon her arrival there, the vessel provided food and supplies to ships preparing for the cross-channel invasion of Normandy. She operated from the ports of Clyde, Scotland; Belfast, Northern Ireland; and Plymouth and Portland, England. The store ship left England on D day, 6 June, and sailed back to the United States.

Ariel reached New York on 16 June. After a fortnight of leave and upkeep, the vessel cleared that port and sailed to Norfolk. On 1 July, she set out across the Atlantic on another resupply trip to Mediterranean ports. The vessel unloaded stores and equipment at Oran and Naples before reversing her course and steaming back to the United States. She made a stop in the Azores before finally putting in at New York on 3 August.

After one week in port, *Ariel* shaped a course to the Caribbean and discharged her cargo at Guantanamo Bay and Trinidad before returning home. Another round-trip from New York to Bermuda came in September. The ship sailed from Norfolk on 20 September bound for the Mediterranean. She once again moored at Oran and Naples to reprovise Allied forces operating ashore. The ship completed her unloading, sailed back to New York, and arrived there on 23 October. She remained long enough to replenish her supplies before getting underway for San Juan and Guantanamo Bay. In early November, the vessel returned to Norfolk for much needed upkeep. She resumed operations on 10 December when she set a course for the now familiar ports of Oran and Naples. After discharging her cargo, *Ariel* sailed back to the east coast and reached Norfolk on 6 February 1945. Later that month, she made another round-trip voyage to Oran.

In March, *Ariel* left New York en route to San Juan. She sailed back to the east coast and put into Boston, Mass., on 12 April. From that port, the vessel made a run to Argentina and arrived back at Boston in late April to take on more cargo, then set sail for Bermuda.

The ship continued her supply runs to Caribbean ports from New York, Norfolk, and Boston through May 1946. On the 12th of that month, *Ariel* got underway from New York for a final voyage to Iceland. After a pause at Argentina, the vessel sailed on for Reykjavik. She reached Icelandic waters on 29 May and proceeded to unload her cargo. On 1 June, she set a course for New York, arrived there one week later, and entered the New York Naval Shipyard to prepare for inactivation. *Ariel* was decommissioned at New York on 21 June 1946 and was transferred to the War Shipping Administration that same day. She was ultimately returned to the United Fruit Co. The ship's name was struck from the Navy list on 3 July 1946. She was later converted for merchant service that same year.

A constellation located between Pisces and Taurus and depicted as a ram. In Greek mythology, Aries was a ram with golden fleece given by Hermes to Nephele, the abandoned wife of a King of Thessaly, so that she might save her two children from the wrath of Ino, their stepmother. With Nephele's daughter, Helle, and her son, Phryxus, on his back, Aries flew into the air and headed toward the kingdom of Colchis on the eastern shore of the Black Sea. While the ram was passing over the strait separating Europe from Asia, Helle fell into the water below and drowned. Thereafter in ancient times, the strait was known as the Hellespont; and it is now called the Dardanelles.

With Phryxus still on board, Aries continued his flight eastward. When he was finally safe at Colchis, Phryxus slew Aries as a sacrifice to Jupiter. The ram's golden fleece was then placed in a sacred grove guarded by a sleepless dragon.

Word of Aries' fate reached Thessaly and ultimately prompted Jason's expedition in quest of the golden fleece. Accordingly, the young hero engaged the master shipbuilder, Argos, to construct a vessel suitable for the voyage. Named *Argo* after its builder, the resulting ship carried Jason and his companions, the Argonauts, on one of the most adventurous and best known journeys of ancient times, rivaling the excitement of Odysseus' prolonged struggle to return to Ithaca and the suspense of Noah's 40 days in the Ark. Indeed, some students of early literature have concluded from the similarity of the names of the two ships and from parallel incidents in their stories, that the *Argo's* saga was inspired by Genesis' account of the Ark.

I

(ScStr: t. 820; l. 201'; b. 27'10"; dph. 15'8"; dr. 16'; s. 12 k.; cpl. 90; a. 4 8" sb., 1 30-pdr. P.r., 1 12-pdr. r.)

The first *Aries* was laid down in 1861 at Sunderland, England, by James Laing's Deptford yard. Built during the American Civil War in the hope that she would be purchased by persons planning to break the Union Navy's blockade of the South, this iron-hulled, screw steamer was completed in 1862 and sold later that year to Frederic Peter Obicino of London, England. She has resold, apparently sometime in 1863, to the Cuban firm, V. Malga & Cie, of Havana.

Almost no records of her career as a blockade runner seem to have survived, but we know that *Aries* did enter that chancy business, for a Confederate report on cotton exports between 1 November 1862 and 31 May 1863 states that she carried 740 tons of cotton out of either Wilmington, N.C., or Charleston, S.C. The number of her voyages to the South is unknown; and, in any case, her efforts to supply the Confederacy ended on 28 March 1863.

Shortly after midnight, lookouts on screw steamer *Stettin*—herself an erstwhile blockade runner now, following capture, turned blockader—spotted *Aries* off Bull's Bay, S.C., attempting to slip through the blockade with a cargo of liquor. The Union screw gunboat immediately weighed anchor and gave chase. When the runner was within range, *Stettin* opened fire on *Aries* and continued the pursuit until shoal water forced her to anchor. At daybreak, *Stettin's* commanding officer, Acting Master Edward F. Devens, saw that his quarry had run ashore on the south end of Petrel Bank. He immediately lowered two boats, and, "... taking command in person ... went on board and took possession of her as a prize to the U.S. Government." Since the blockade runner was aground astern, Devens had her cargo shifted forward; and the stranded steamer floated free with the rising tide.

Devens took *Aries* via Charleston to Port Royal where Rear Admiral Samuel Francis Du Pont stated that she "... is the most perfect example of a blockade runner we have yet seen—her masts lower in a peculiar way, invented for this very purpose." He ordered her north for adjudication in admiralty court and, since Devens was ill, detached him from *Stettin* and placed him in charge of the prize for the voyage to Boston where she was condemned and purchased there by the Navy on 20 May 1863.

While *Aries* was being fitted out for service in the Union Navy, Lt. Charles W. Read, CSN, in the prize *Clarence*, captured

the bark *Tacony*; shifted his crew to her as a better vessel; and began a cruise north and off the New England shoreline in which he terrorized Union shipping and frightened Northern coastal cities. To still the clamor of frightened citizens for protection from this "rebel pirate," Secretary of the Navy Gideon Welles sent out a number of warships in pursuit of the commerce raider and promised that *Aries* would soon join them. However, before *Aries* was ready for sea, other Union warships closed in on Read and compelled him to surrender his force. *Aries* was placed in commission at the Boston Navy Yard on 25 July 1863, Acting Vol. Lt. Edward F. Devens in command.

On the day of her commissioning, the screw steamer sailed for Port Royal, S.C., carrying 200 men, marines to help Rear Admiral John A. Dahlgren build up his forces for a renewed attack on Fort Wagner which guarded the seaward approaches to Charleston. After disembarking her passengers, she got underway again for Fortress Monroe, Va., carrying word that Dahlgren's coal had been exhausted and that "... a supply can not be forwarded too soon." From Hampton Roads, *Aries* proceeded to New York where she took on board 200 more men for the South Atlantic Blockading Squadron, before heading south once more.

After delivering these replacements at Port Royal, she embarked some 100 passengers—mostly either sailors who were too ill to remain in a fighting zone or men whose periods of enlistment had expired. However, during her voyage north, she encountered a fearful storm off Cape Lookout, N.C., on 27 August and suffered engine failure while fighting its waves. The wind was so severe that Comdr. John J. Almy—the commanding officer of *Connecticut* which chanced upon the disabled *Aries* on 1 September—described the weather as worse "... than I ever recollect to have seen it in the course of my sea service of more than twenty-one years." The commanding officer of another Union warship, *Pocahontas* stated that "... had the hurricane ... continued with unabated force much longer this ship [*Pocahontas*] could not have outlived it"

Connecticut took *Aries* in tow and proceeded via Beaufort to Hampton Roads where they arrived on the 6th. Two days later, the screw steamer *Daylight* arrived and towed *Aries* to Baltimore for repairs.

Early in November, as the yard work on *Aries* was approaching completion, Secretary of the Navy Gideon Welles ordered Devens to proceed in her to the waters off Wilmington, N.C., for duty in the North Atlantic Blockading Squadron. Her first action in this new assignment began at daybreak on 6 December when one of her lookouts spotted a steamer aground on Western Bar near Smith's Island, N.C.

Aries got underway immediately and headed for the stranded blockade runner which soon proved to be the new British, iron-hulled, screw-propelled steamer *Ceres* which had departed Bermuda on the 3d and had struck bottom while attempting to slip into the Cape Fear River sometime on the night of the 5th and 6th. When shoal water compelled *Aries* to heave to, Devens launched two boats which continued on to the blazing *Ceres*.

Upon boarding the prize, the boat parties set to work with fire buckets trying to quench the flames and stuck to the task despite fire from Southern batteries ashore. Meanwhile, the officers in charge of the boats broke into the captain's cabin and found a number of papers which contained highly valuable intelligence. Finally—after realizing that, despite the diligent efforts of the Union bluejackets, the flames were gaining on the bucket handlers—the boat parties withdrew from the British blockade runner and returned to their own ship.

That night, the rising tide refloated *Ceres*; and, early the following morning, observers on the blockaders could see her drifting seaward. A boat's crew from *Maratango* boarded the prize, anchored her in safe water, and—with men from *Aries*, *Violet*, and *Connecticut*—put out the remaining fires. *Aries* then towed the erstwhile blockade runner to Beaufort, the prize's first stop on a voyage via Hampton Roads to Washington for adjudication.

After delivering *Ceres* to Beaufort, *Aries* returned to blockade duty off Wilmington. At dawn on 20 December, men on board the ship sighted steam rising from a strange vessel, some four miles away to the east, southeast. Shortly thereafter, Union blockader *Governor Buckingham* appeared, closing the potential prize while *Aries* joined in the pursuit. As she neared shoal waters, *Aries* anchored in four fathoms of water and sent an armed boat bearing a boarding party to the blockade runner.

They learned that the stranger was the Confederate blockade runner *Antonia* which previously had won considerable renown under the names *Lamar* and *Herald* playing a cat-and-mouse game with Federal blockaders as she carried contraband cargo into Southern ports and escaped to sea, laden each time with between 1,000 and 1,200 bales of cotton. The night before she had been taking the part of the mouse as she ran aground while attempting to slip into the Cape Fear River with a cargo consisting primarily of potable spirits. After brief efforts to pull free proved futile, Capt. W. F. Adair, the commander of the steamer, ordered his crew to abandon their ship and to head for the nearest land in boats, hoping to reach shore before daylight. However, they were spotted by Union blockader *Governor Buckingham* and captured by that steamer and the Federal tug *Violet*.

Men from *Aries* and from several other Union ships remained on board *Antonia* for the next few days laboring in vain to refloat the prize. When rising water in the grounded and damaged steamer's hull made it clear that the effort could not possibly succeed, the Federal sailors finally left the ship on Christmas Eve.

Aries' next adventure came at the end of the first week of 1864. Shortly after daybreak on 7 January, while his ship was lying within the entrance of Little River, N.C., Devens "... discovered a strange steamer standing to the E.S.E., with the U.S.S. *Montgomery* in chase of her ..." *Aries* immediately got underway to join in the pursuit and gained on the stranger. Weather was bad and, about 8:20 a.m., thick fog settled and hid the fleeing steamer. When it lifted a bit over an hour later, the chase was considerably closer than she had been when last seen. *Aries* opened fire, and her shot fell close to the target. This accuracy prompted the blockade runner to haul "... to the westward ..." However, the steamer ran aground close to North Inlet, near Georgetown, S.C.; and her crew escaped to shore. Closing fast, *Aries* came to anchor to avoid being stranded herself and "... immediately sent two armed boats to board the steamer and get her off." High surf thwarted their efforts to refloat the prize, so the boats' crews set the vessel afire and returned to *Aries* with word that the blockade runner was the Confederate steamer *Dare*. Unfortunately, *Aries* second cutter swamped in the surf during the expedition resulting in the capture of two of its officers and seven enlisted men by Confederate forces. A boat from *Montgomery* also capsized with the loss of 2 officers and 14 men who were imprisoned.

On the evening of 10 January, orders reached Lt. Devens to send his boats to assist *Iron Age* which had run aground that morning while attempting to refloat the stranded blockade runner *Bendigo* near Lockwood's Folly Inlet. About midnight, her boats—along with some from *Minnesota*, *Daylight*, and *Governor Buckingham*—received the officers and men of the doomed Union screw steamer.

The following morning, 11 January, *Aries* joined *Minnesota*, *Daylight*, and *Governor Buckingham* in chasing the blockade runner *Ranger* which was attempting to enter the Cape Fear River with a cargo from Newcastle upon Tyne, England. The Northern ships drove the steamer aground where she was abandoned by her crew. However, their efforts to refloat *Ranger* as a prize were stopped by Southern sharpshooters "... whose fire completely commanded her [*Ranger's*] decks." Since it was impossible to take possession of *Ranger*, the Union sailors burned her.

While these actions were taking place, black smoke was spotted in the direction of Shallotte Inlet. *Aries*, which had been withdrawn from her station in that quarter the previous night, was sent to investigate. She soon came across "... a fine-looking double propeller blockade runner, resembling *Ceres*, beached and on fire between Tubbs's and Little River Inlets ..." Once more Southern sharpshooters prevented Union parties from boarding the steamer, extinguishing the flames, and taking possession of the prize.

The next day, after the riflemen had withdrawn, Devens did manage to board the ship and learned that she was *Vista*, a sister ship of *Ceres*. However, serious damage to her hull made it impossible to refloat the blockade runner, and her two anchors were his only booty.

Aries' next lively action came two months later. On 14 March, she and *State of Georgia* drove a large, long, and low side-wheel steamer ashore on the west point of Oak Island, near the Western Bar, off Wilmington. Their approach to the unidentified potential

prize—which resembled the recently captured North Carolina blockade runner *A. D. Vance*—was ended by shelling from Southern shore batteries.

Much of the spring and summer, *Aries* was out of action undergoing repairs; but she returned to duty off Wilmington in September. On 28 October, she assisted *Eolus* and *Calypso* in capturing the English steamer *Lady Sterling*. Again on the night of 6 November, *Aries* “. . . discovered a strange steamer . . . , immediately gave chase, opened fire on the stranger, and threw rockets to the eastward, indicating his course. Nevertheless, despite assistance in the pursuit by *Marantza* and *Eolus* and the blockade runner’s being briefly stranded, a rising tide and clever seamanship enabled the steamer to escape to safety in Wilmington.

On 3 December, *Aries* joined five other ships in shelling blockade running steamer *Ella* which Union blockader *Emma* had forced aground on Marshall Shoal, Smith’s Island, N.C., “. . . placing her in a condition which rendered it impossible to get her off”

Years of labor and the endurance of tedium by the sailors who manned the Union warships on blockade duty were finally strangling the Confederacy. Not only were more and more blockade runners being destroyed and captured, but joint Army-Navy operations were snatching one seaport after another from the South. As the year 1864 drew to a close, only one major port remained in Confederate hands, Wilmington, where *Aries* had served almost exclusively since entering the Union Navy. And, at that time, plans were well advanced for an amphibious attack against Fort Fisher which guarded that last center of Southern maritime activity.

Aries was in the reserve division of a vast task force which departed Beaufort on 18 December and headed for the mouth of the Cape Fear River. Troops went ashore on Christmas Eve and seriously threatened Fort Fisher; but the Army commander, Major General Benjamin F. Butler, feared that his troops could not cope with the Southern forces that defended the Confederate works. As a result he ordered his men to reembark.

Dissatisfied with Butler’s lack of resolution, Rear Admiral David Dixon Porter—the commander of the naval forces in the operation—pressed Washington for a renewed attack. Early in January 1865, a mighty force was assembled for a new effort against Fort Fisher. *Aries*, although again assigned to the reserve division, helped to land troops on the 13th and, once they were ashore, supported the troops for the next two days. The defenders finally capitulated on the 15th, shutting off the South from all foreign aid. The Confederacy was now doomed.

After supporting mopping up operations in the vicinity of Wilmington for the remainder of January and all of February, *Aries* departed Hampton Roads on the morning of 5 March and headed for Key West, Fla., to join the East Gulf Blockading Squadron. However, when she reached Florida waters, her machinery necessitated her remaining in port undergoing repairs into May. She was then sent to sea to cruise off Havana, Cuba, to intercept *Stonewall* should that Confederate raider attempt to escape to sea. After *Stonewall*’s commanding officer, Capt. Thomas Jefferson Page, learned of the end of the war and turned his ship over to Spanish authorities, *Aries* returned to Key West. On 1 June, she was ordered to Boston where she was decommissioned at the Boston Navy Yard on the 14th of that month.

Sold at public auction at Boston on 1 August 1865 to Sprague, Soule & Co., the steamer was documented on 12 August 1865 as SS *Aries*. She retained her original name throughout a long career in merchant service carrying freight between Philadelphia and New England ports. She was sold in 1908 for scrapping.

II

(ScStr: dp. 4,500; l. 261’; b. 43’6”; dr. 17’10”; s. 9.25 k.; cpl. 122; a. 2 3’)

The second *Aries* was built as *Lake Geneva* under a United States Shipping Board (USSB) contract in 1918 at Duluth, Minn., by the McDougal-Duluth Co. to augment American logistics capability during World War I. The freighter was delivered to the Navy at Montreal, Quebec, Canada, on 21 September 1918 and was placed in commission the following day for service in the Naval Overseas Transportation Service, Lt. Comdr. Francis A. Brannen, USNRF, in command.

After fitting out, the freighter sailed for France late in October and arrived at St. Nazaire on 11 November, the day Germany signed the armistice ending the fighting of World War I. *Lake Geneva* was then assigned to European waters; based at Cardiff, Wales; and began carrying coal from that port and from Belfast, Ireland, to various French ports.

After continuing this duty through the spring of 1919, she sailed for Charleston, S.C., carrying some 1,500 tons of Army ordnance material. However, while en route to that port, she was diverted to Newport News, Va., where she arrived on 12 July.

After discharging her cargo, *Lake Geneva* was slated for demobilization. She was decommissioned on 17 July 1919 and then returned to the USSB, in whose hands she remained until the mid-1920’s when she was sold to the Bison Steam Ship Co., of Tonawanda, N.Y., and renamed *John J. O’Hagan* in honor of the manager of the firm which had purchased her. She operated out of Buffalo, N.Y., carrying coal and iron ore on the Great Lakes.

Shortly before the United States entered World War II, the Federal Government repurchased the ship; and she was transferred from the Maritime Commission to the Navy on 22 September 1941. Renamed *Manomet* on 15 October 1941 and designated AG-37, the freighter was prepared for naval service at East Boston, Mass., by the General Ship and Engine Works, Inc. During this work, *Manomet* was again renamed *Aries* on 7 January 1942 and simultaneously redesignated AK-51. She was delivered on 23 May 1942 to the Marine Lines of New York City, which operated her on a contract basis for the Naval Transportation Service until early July. Returned to Navy custody on 11 July 1942, *Aries* was placed in commission on 18 July 1942 at the Bethlehem Steel Co., Brooklyn, N.Y., Lt. Philip S. Deane, Jr., USNR, assuming temporary command for Lt. Comdr. L. Sederholt, USNR, who reported a week later.

After taking on cargo, ammunition, and supplies, the cargo ship stood out to sea and joined a convoy bound for Iceland. She stopped at Halifax, Nova Scotia, for three days before resuming her voyage to Iceland. On 18 August, she reached Reykjavik and discharged equipment and supplies ashore. For the next 12 months, *Aries* operated in Icelandic waters under the orders of Commanding Officer, Naval Operating Base, Iceland, transporting Army cargo between the Icelandic ports of Reykjavik, Akraness, Keflavik, Hvalfjörður, Budareyri, Seyðisfjörður, and Akureyri.

The ship left Iceland on 21 August 1943, shaped a course for the United States, and reached Boston, Mass., on 3 September. She then entered a shipyard for alterations and repairs. On 5 December, the vessel joined a southbound convoy and sailed to Guantanamo Bay, Cuba. She left Cuba on 5 January 1944, proceeded to the Canal Zone, and moored at Balboa for repairs to her main engine before setting a course for San Diego, Calif.

Upon reaching San Diego on 12 February, the vessel underwent more repairs to her main engine. Late in April, she entered the Mare Island Navy Yard, Vallejo, Calif., for replacement of the main engine. After a series of sea trials, the cargo ship got underway on 6 September, bound for Pearl Harbor, Hawaii, and arrived there on the 18th. She was drydocked briefly for the installation of a new propeller before sailing for the South Pacific on 6 October.

Aries reached Manus, Admiralty Islands, on 28 October and commenced provisioning warships of the 3d Fleet. After emptying her holds, the vessel took on more cargo and weighed anchor on 10 December. She made Ulithi five days later and began unloading operations. The ship had completed this task by 7 January 1945 and, a week later, sailed for Guam. She unloaded cargo there and was back at Ulithi on 25 January. The vessel remained at the atoll conducting intraharbor cargo operations until 25 April. She then began preparations for the Leyte-Samar campaign in the Philippines.

On 20 May, the ship set a course for San Pedro Bay. She arrived there on the 24th and commenced discharging her cargo. In mid-June, the vessel began taking on various equipment and supplies for transit to Ulithi. She got underway on 2 July, arrived back at Ulithi on the 8th, and was assigned duty as a station ship, her role through the end of hostilities on 15 August.

Aries left Ulithi on the 22d and proceeded to Apra Harbor, Guam. There, she took on goods for shipment to Leyte. The vessel reached Philippine waters on 5 September and remained off Leyte engaged in cargo operations through early October.

The vessel departed the area on the 7th and dropped anchor at Eniwetok 10 days later. After filling her cargo holds, she set a course for Japan, arrived in Tokyo Bay on 6 November, and began discharging her supplies in support of occupation forces ashore.

On 30 November, the cargo ship left Japanese waters and set a course for the United States. She paused en route at Midway on 11 December and finally reached San Francisco on the 24th. The ship then discharged all her cargo and ammunition in preparation for deactivation. She later moved to Oakland, Calif., where she was decommissioned on 28 March 1946. Her name was struck from the Navy list on 17 April 1946. The vessel was transferred to the Maritime Commission on 1 July 1946. She was sold on 5 May 1947 to Capt. A. S. Oko for operation as a bulk carrier. She was scrapped in 1952.

III

(PHM-5: dp. 214 (f.); l. 133'0"; b. 18'0"; dr. 6'0"; s. 51 k.; cpl. 21; a. 1 76mm., 8 Harpoon; cl. *Pegasus*)

The third *Aries* (PHM-5) was laid down on 7 January 1980 at Seattle (Renton), Wash., by Boeing Marine Systems; launched on 5 November 1981; sponsored by Mrs. Earl B. Fowler, the wife of Vice Admiral Earl B. Fowler, Commander, Naval Sea Systems Command; and was commissioned at the Puget Sound Naval Shipyard on 18 September 1982, Lt. Comdr. Carl E. Wescroft in command.

Aries operated in Puget Sound until 23 November when she got underway for Key West, Fla., her assigned home port. She made calls at San Francisco and San Diego on her way down the California coast. The guided-missile hydrofoil gunboat transited the Panama Canal on 11 December and arrived in Key West on the 15th. After the holidays, the warship began operations from her base. Acceptance trials came late in January 1983, and, in February, she carried out her first law enforcement operation against drug smugglers in cooperation with the Coast Guard. March and April brought training duty out of Key West and two more missions assisting the Coast Guard in its efforts to stem the flow of illegal drugs into the United States. In each instance, *Aries* embarked a detachment of Coast Guardsmen and carried out the assignment under the operational control of the Commandant, Coast Guard District 7, based at Miami, Fla. Early in May, she entered the yard at Atlantic Drydock in Jacksonville, Fla., for six weeks of post-shakedown repairs and modifications. Halfway through June, the guided-missile hydrofoil gunboat returned to Key West and resumed a normal schedule of duty out of her home port. Though the bulk of her operations for the rest of the year consisted of routine training evolutions, tests, and equipment calibrations and checks, *Aries* participated in another antimuggling sweep during the second week in August and visited Nassau in the Bahamas later that month.

Normal duty in the waters near Key West kept *Aries* busy for the remainder of 1983 and during the first few weeks of 1984. In February of 1984, the warship expanded her sphere of operations to include the Gulf of Mexico and the east coast of Central America. Late in April, she participated in Exercise "Ocean Venture 84" and, in May, visited New Orleans for the world's fair. *Aries* returned to Key West for normal operations at the end of May and the beginning of June. On 11 June, however, she departed Key West for the waters around Puerto Rico to participate in the initial phase of UNITAS XXV, the 1984 edition of the annual series of multilateral exercises carried out with units of various Latin American navies. At the end of June, the guided-missile hydrofoil gunboat proceeded back to Key West to resume normal duty. In August, *Aries* took part in maneuvers conducted off the east coast of Central America. Back at Key West at the end of August, she began operating again on a training schedule.

The guided-missile hydrofoil gunboat spent the rest of 1984 and the first part of 1985 engaged in operations in the immediate vicinity of Key West. In March, she traveled to Puerto Rico to participate in a readiness exercise, READEX 1-85. More duty out of her home port occupied the warship's time in April. At the beginning of May, she voyaged to Onslow Beach, N.C., where she took part in Exercise "Solid Shield 85." The middle of June found *Aries* in the waters near Puerto Rico again for the initial phase of UNITAS XXVI. During July and early August, the warship carried out normal operations from her base at Key

West. Her third fleet readiness exercise occupied the last half of August. In September, *Aries* resumed local operations from Key West and remained so occupied for the rest of 1985.

At the end of the first week in January 1986, she moved to Mayport, Fla., for a three-month availability. At the end of April, she proceeded back to Key West whence she operated until late in July. At that time, she embarked upon a cruise that took her to the Caribbean for another UNITAS exercise during which she made port calls at La Guaira, Venezuela, and at St. John's, Antigua. *Aries* returned to Key West on 14 August and carried out local training missions until mid-October. On 14 October, the guided-missile hydrofoil gunboat set sail for Little Creek, Va., to take part in a special project for the Chief of Naval Operations. Over the next two months, she divided her time between her home port and operations off the Virginia capes. She concluded her development work for 1986 on 12 December and headed back to Key West on the 16th. *Aries* reentered her home port on 17 December and spent the remainder of the year in that vicinity. As of the beginning of 1987, she was in port at Key West.

Arikara

A loose confederacy of subtribes of American Indians related to the Pawnee. The Arikara inhabited villages in the Missouri River valley.

(AT-98: dp. 1,589 (tl.); l. 205'0"; b. 38'6"; dr. 15'4" (f.); s. 16.5 k. (tl.); cpl. 85; a. 1 3", 2 40mm.; cl. *Abnaki*)

Arikara (AT-98) was laid down on 10 January 1943 at Charleston, S.C., by the Charleston Shipbuilding & Dry Dock Co.; launched on 22 June 1943; sponsored by Mrs. Taylor F. McCoy; and commissioned on 5 January 1944, Lt. John Aitken, USNR, in command.

On 15 January, the tug departed Charleston bound for Hampton Roads, Va. After arriving there on the 17th, she conducted shakedown training in Chesapeake Bay until the 26th. Following a post-shakedown repair period in the Norfolk Navy Yard, she stood out of the bay and shaped a northerly course. After stopping briefly at New York, *Arikara* moved on to Casco Bay, Maine, where she operated between 10 February and 2 March towing targets and participating in antisubmarine warfare training. She returned to New York on 4 March and began preparations for service overseas. Towing barges, the tug put to sea on 25 March as part of Task Force (TF) 67 bound for the British Isles. She reached Falmouth, England, on 20 April and, after delivering the barges, reported for duty with the 12th Fleet.

On the 24th, *Arikara* moved to Lea, on the Solent to join the British tug fleet in preparing for the invasion of Europe. During the remainder of April and all of May, she towed to dispersal points on the southeastern coast of England portions of the two "mulberries," artificial harbors to be erected on the French coast after the initial assault to provide logistical support for the movement of all Allied armies inland. On 15 May 1944, she was reclassified a fleet tug and redesignated ATF-98. Throughout the period leading up to the invasion, *Arikara* helped to repel German air attacks; and, though near misses shook her considerably, she suffered neither hits nor significant damage from shell fragments.

On the afternoon of 5 June, the tug stood out of Weymouth, England, on her way to the sector of the Normandy coast codenamed by Allied planners as "Omaha" Beach. After the first waves of assault troops stormed ashore, the tug began her primary assignment, clearing wrecks from the beach area reserved for the erection of the artificial harbors. Soon, however, German fire began to take such a heavy toll of landing craft that *Arikara* had to abandon salvage operations in favor of the even more urgent work of rescue and repair. Her work enabled the less heavily damaged landing craft to remain in action, thus maintaining the flow of troops and supplies during the critical phase of the assault on "Omaha" Beach.

That phase past, the tug resumed salvage and towing work on the 7th. In all, she spent almost a month supporting the consolidation of the Normandy invasion. Though she came under air attacks and fire from shore batteries, her only major damage came from the explosion of a nearby mine while she was towing

the disabled French destroyer *La Surprise* back to England for repairs. Her main engine room rapidly took on water which rose to within six inches of her main electric motor before her crew managed to check the leaks. *Arikara* completed her mission successfully, and, after 24 hours of feverish activity, her crew had her repaired and back in action off Normandy.

Early in July, *Arikara* and *Pinto* (ATF-90) received orders to return to England. From there, the two tugs set out on 12 July in a convoy bound for the Mediterranean coast of North Africa. Her convoy arrived at Oran, Algeria, on the 21st; but *Arikara* remained there only until the end of the month. She headed for Italy on 1 August, reached Naples on the 3d, and joined Rear Admiral Spencer S. Lewis' TF 87, code-named "Camel" Force, for the mid-August invasion of southern France. Staged through Ajaccio, Corsica, *Arikara's* unit, the force's salvage and fire-fighting group, arrived off St. Raphael on the Mediterranean coast of France on the morning of 15 August, the day of the assault. For more than a fortnight, the tug remained in the transport area, salvaging damaged ships and landing craft, fighting fires, and keeping the approaches to the beach clear of wrecks. On 2 September, she moved to the Golfe de San Tropez, France, and began clearing wreckage from French Riviera ports. She also towed ships to Palermo, Sicily, where they underwent repairs. In addition, she made towing voyages to Naples, Marseilles, Bizerte, and Oran.

Late in October at the latter port, *Arikara* joined a convoy bound for the United States and headed home. She arrived in Norfolk on 7 November and remained in that vicinity until December. Late in that month, she voyaged to Trinidad where she took *YFD-6* in tow before continuing on to the Panama Canal. *Arikara* reached the Canal Zone on 3 January 1945, transited the canal, and delivered her tow at Cristobal on the 5th. The following day, she and *Bannock* (ATF-81) got underway for Hawaii. The tug entered Pearl Harbor later in January but remained there only until resuming her westward voyage on 4 February, bound ultimately for the Ryukyus. After stops at Eniwetok and Guam, she reached Ulithi Atoll, in the Carolines, on 17 March. There, she reported for duty with Service Squadron (ServRon) 10 and began preparations for the conquest of Okinawa.

Ten days later, she departed Ulithi as part of Task Group (TG) 50.8, the 5th Fleet Logistics Support Group, and headed for the Ryukyu Islands. To begin the campaign, during the last week in March, American forces took Kerama Retto, a small group of islands about 15 miles west of southern Okinawa. Then, on 1 April, the main assault force landed on Okinawa proper. *Arikara* spent the next 11 weeks based at Kerama Retto assisting ships and craft damaged in the struggle for Okinawa. On the night of 2 April, the tug went to the assistance of *Dickerson* (APD-21) after that high-speed transport had suffered a devastating suicide crash from a Kawasaki Ki. 45 "Nick" twin-engine reconnaissance/ground attack aircraft. *Arikara's* crew managed to extinguish the fires raging on board *Dickerson*, and the tug took her in tow for Kerama Retto. In spite of *Arikara's* efforts, *Dickerson* proved to be beyond economical salvage and was towed out to sea on 4 April and sunk.

Although *Arikara's* main mission at Okinawa was the removal and salvage of damaged landing craft, kamikaze attacks continued to add to her burdens. On 11 May, a horde of suicide planes attacked *Evans* (DD-552) and *Hugh W. Hadley* (DD-774) on picket station no. 15 to the northwest of Okinawa. *Arikara* sped to the aid of *Evans*, which had sustained four suicide crashes in rapid succession. *Arikara* moved alongside her, put five pumps on board, made fast a hawser, and towed the destroyer into Kerama Retto for repairs.

A bit over a week later, on 17 May, *Longshaw* (DD-559)—her officers and crew drained by long hours at general quarters and a night of illumination fire in support of the troops ashore—ran aground on a reef near Naha while en route to yet another call fire mission. *Arikara* rushed to her aid. Just when she began taking up slack on the towline, a Japanese shore battery opened up on the stranded destroyer with uncanny accuracy. The enemy artillery straddled *Longshaw* immediately, and quickly scored four hits. One of the four caused a forward magazine to detonate blowing off the bow forward of the bridge. With *Longshaw* a total loss, *Arikara* parted the towline and moved off to see to her own defense and to rescue survivors. *Longshaw* was later destroyed by "friendly" gunfire and torpedoes.

Arikara performed salvage work in the Ryukyus well into June. On the 19th of that month, she took kamikaze-damaged

Evans in tow and set course for the Marianas. The tug arrived at Saipan on 25 June and remained there until 11 July. From Saipan, she sailed to Leyte where she stayed through 18 August when she got underway for Japan. The tug stopped at Okinawa before proceeding on to Kyushu. She returned to Okinawa briefly in September and then continued on to the Philippines. On 9 October, while still en route to Leyte, the ship weathered a severe typhoon. After reaching Subic Bay, she underwent repairs until getting underway late in November for China. Upon reaching Tsingtao, *Arikara* began towing and salvage work in support of occupation forces.

Late in February 1946, *Arikara* left China to resume operations in the eastern and Central Pacific. During the next few years, her towing and salvage operations took her to such varied locales as the Panama Canal Zone, the west coast of the United States, Hawaii, Okinawa, and the Marianas.

In January 1950, the tug resumed occupation duty upon her arrival at Yokosuka and, for the next five months, provided towing and salvage services in Japan. However, on 25 June 1950, North Korean forces surged south across the 38th parallel into South Korea. Thus, *Arikara* entered her second war. She was assigned to TF 90, the Amphibious Force, Far East. Due to the skeletal nature of American naval forces in Oriental waters, her assignments early in July consisted of the unlikely duty of escorting shipping between Japan and Korea until an escort group of more suitable warships could be assembled. The tug also served as a communications ship and landing control vessel during amphibious operations at Pusan on the southeastern tip of the Korean peninsula. In addition, she performed her familiar salvage and rescue operations.

After completing her initial missions at Pusan and between that port and Japan, *Arikara* moved to other areas of the Korean peninsula. On 5 September, she departed Yokosuka with Task Unit (TU) 90.04.3, the Pontoon Movement Unit, on her way to Inchon on the western coast of Korea. The tug supported the amphibious assault at Inchon from mid-September to mid-October, before heading, on the 16th of the latter month, for Wonsan on the northeastern coast of Korea. The 20 October amphibious assault on Wonsan, mooted by the arrival of rapidly advancing Republic of Korea (ROK) ground forces, was transformed into an enormous reinforcement and logistical support operation. *Arikara* spent about a month at Wonsan helping to clear the harbor and to increase its efficiency.

During the latter part of November, she completed upkeep at Sasebo. Towing and salvage operations in Japanese waters occupied her during December 1950 and early January 1951. Then, on 12 January, the tug shaped a course back to the United States. Voyaging by way of the Marianas and Hawaii, she arrived in Long Beach, Calif., in March. By the beginning of April, *Arikara* was at Bremerton, Wash., undergoing repairs; and she remained there until heading back to Hawaii on 11 June. For the remainder of 1951, she operated out of Pearl Harbor making only two voyages to destinations outside the Hawaiian operating area. In July, the ship towed an AFDB to Guam; in August, she returned to Pearl Harbor; and, in October and November, she made a round-trip voyage to Subic Bay in the Philippines.

On 3 January 1952, *Arikara* departed Pearl Harbor to deploy again to the western Pacific. By the end of the month, she was back in the Korean combat zone. During that tour of duty in the Far East, the tug served once more at Wonsan, as well as at Cho Do and Pusan, and stayed in the waters between Japan and Korea until the beginning of August. That fall, *Arikara* moved to the Marshall Islands to support Operation "Ivy," a nuclear bomb test conducted at Eniwetok Atoll in November 1952. Although the conflict lasted into the summer of 1953, the tug saw no additional service in the Korean combat zone.

By the time that an armistice ended hostilities in Korea on 27 July 1953, *Arikara* had already settled into a schedule of operations out of Pearl Harbor that included towing missions from Hawaii to Johnston and Canton Islands and duty in the Aleutians. In the fall of 1954, the tug began peacetime deployments to the Far East and, for the remainder of her Navy career, she alternated between assignments in the western Pacific with the 7th Fleet and operations out of her home port, Pearl Harbor. During the first 12 years of that period, the tug's Far Eastern itinerary included mostly Japanese, Korean, and Philippine ports of call while her operations out of Pearl Harbor took her to the waters off the coast of Alaska and surrounding the Aleutians, as well as to islands in the Central Pacific.

Late in 1964, American involvement in the conflict in South

Vietnam increased dramatically. As a consequence, *Arikara* began to visit the Vietnamese coast more frequently. By the fall of 1966, the tug found herself calling at such places as Vung Tau and Danang to provide towing and other support services for Navy units engaged in fighting communist insurgency and North Vietnamese aggression in South Vietnam. Her deployments to Asian waters along with the concomitant service in Vietnam continued into 1970.

Late in February of that year, *Arikara* returned to Pearl Harbor from her final tour of duty with the 7th Fleet. She served actively in the Hawaiian Islands and in Alaskan waters for another 16 months. On 1 July 1971, the tug was decommissioned and simultaneously transferred to Chile as a loan under the military assistance program. She was commissioned in the Chilean Navy as *Aldea* (ATF-63). As of 1 July 1986, *Aldea* was still active with the Chilean Navy.

Arikara earned three battle stars during World War II, five battle stars during the Korean conflict, and three battle stars for service in Vietnam.

Aristaeus

In Greek and Roman mythology, the son of Apollo and the nymph Cyrene, Aristaeus is believed to have been born in Libya. He later traveled to Thebes, where he received instruction from the Muses in the arts of healing and prophecy. Aristaeus is credited with introducing the cultivation of bees. He is also regarded as the protector of herdsmen and hunters.

(ARB-1: dp. 4,100; l. 328'; b. 50'; dr. 11'2"; s. 11.6 k.; cpl. 260; a. 1 3", 8 40mm., 8 20mm.; cl. *Aristaeus*)

LST-329 was laid down on 12 November 1942 at the Philadelphia Navy Yard; reclassified ARB-1 on 25 January 1943 and named *Aristaeus*; launched on 1 February 1943; sponsored by Mrs. Arthur Taylor; converted at Fairfield, Md., by the Maryland Drydock Co., for service as a battle damage repair ship; and commissioned on 18 May 1943, Lt. Ralph M. G. Swany, Jr., in command.

On 1 June, the ship got underway for Norfolk, Va. During the next six weeks, she conducted shakedown training out of Norfolk and in the Chesapeake Bay. On 23 July, she left the east coast and shaped a course for the Pacific. The vessel transited the Panama Canal and joined the Pacific Fleet on 1 August. She then continued on—via Bora Bora, Society Islands, and Tutuila, American Samoa—to Noumea, New Caledonia.

Aristaeus reached Noumea on 14 September and operated in its immediate vicinity through the remainder of 1943 and the first six months of 1944. Early in July 1944, she anchored at Sydney, Australia. After upkeep at that port, the repair ship journeyed to New Guinea in late September and provided battle damage repairs to vessels in this area into April 1945. On 1 May, she anchored at Kerama Retto, Ryukyu Islands.

The vessel remained at Kerama Retto during the next two months. As a member of Service Squadron 10, she performed battle damage and voyage repairs to various ships of the fleet. On 2 July, the ship moved her base of operations to Buckner Bay, Okinawa, where she provided routine repair services. On 13 August, she was ordered to assist in repairing the torpedoed *Pennsylvania* (BB-38). Many of the battleship's compartments were flooded, and she had settled heavily by the stern. *Aristaeus* repair efforts, however, enabled the man-of-war to get underway for Pearl Harbor on 24 August, nine days after the Japanese capitulation ended hostilities.

Aristaeus remained at Buckner Bay until early December. She left Okinawa on the 3d and shaped a course for the west coast of the United States. The ship reached San Francisco, Calif., on the 27th and entered a period of upkeep and repairs. She remained at San Francisco until 22 May 1946, when she got underway for San Diego, Calif. Upon her arrival there, the vessel reported to the San Diego Group, 19th Fleet, for inactivation. *Aristaeus* was decommissioned on 15 January 1947 and was placed in the Pacific Reserve Fleet. Her name was struck from the Navy list on 1 July 1961. The vessel was sold to Brown Industries, Inc., Oakland, Calif., on 14 March 1962, and she was subsequently scrapped.

Aristaeus earned one battle star for her World War II service.

Arivaca

The name of a Pima Indian village in southern Arizona, abandoned during a rebellion in the mid-eighteenth century.

(YTB-259: dp. 410; l. 110'0"; b. 27'0"; dr. 11'4"; s. 12 k.; cpl. 12; a. 2 .50-cal. mg.; cl. *Cahto*)

Arivaca (YT-259) was laid down on 25 April 1944 at San Francisco, Calif., by Anderson & Cristofani; reclassified a large harbor tug and redesignated YTB-259 on 15 May 1944; launched on 28 October 1944; and placed in service on 24 January 1945.

Arivaca was assigned duty in the 12th Naval District and remained so occupied until the middle of 1955. At the beginning of the summer of 1955, the tug was deactivated preparatory to being loaned to some organization whose identity is not now known. The transfer appears to have taken place in November of 1955, and the loan lasted almost two years. In October of 1957, the tug returned to active service in the 12th Naval District. In February of 1962, *Arivaca* was reclassified a medium harbor tug and was redesignated YTM-259. Two years later, in February of 1964, *Arivaca* was sold by the Navy.

Arizona

A term probably coined by melding the words arid and zone, to designate the dry area in the southwestern United States which was admitted to the Union as a state on 14 February 1912. However, some authorities maintain that the name was derived from the Aztec Indian word *Arizuma* which can be translated as "silver bearing."

I

(SwStr: t. 959; l. 200'; b. 34'; dph. 17'6" (mean); dr. 8'; s. 15 k.; cpl. 82; a. 4 32-pdrs., 1 30-pdr. P.r.; 1 12-pdr. r.)

Arizona—an iron-hulled, side-wheel steamer laid down in 1858 at Wilmington, Del., by the shipbuilding firm, Harlan and Hollingsworth, and completed in 1859—operated out of New Orleans carrying passengers and cargo to and from ports along the gulf and Atlantic coasts of the United States. Her commercial service ended on 15 January 1862 when Confederate Major General Mansfield Lovell seized her at New Orleans along with 13 other steamers for use as a blockade runner.

No continuous record of her operations during the next year is extant, but sporadic reports suggest that the ship carried cotton from New Orleans and Mobile to Havana and returned to those ports with war materiel. Gaps exist in our knowledge of changes in the vessel's owners, name, and registry.

In any case, on 28 October 1862, the side-wheeler was operating under a "...provisional register of the English steamer *Caroline*..." as she steamed from Havana with a cargo of munitions to be delivered to Mobile. That morning, a lookout on *Montgomery's* topmast head sighted the blockade runner. The Union screw gunboat immediately set out in pursuit of the stranger, beginning a six-hour chase. When *Montgomery* pulled within range of *Caroline*, she opened fire with her 30-pounder Parrott rifle and expended 17 shells before two hits brought the quarry to.

Two boats from the blockader rowed out to the former *Arizona* and one returned with her master, a man named Forbes, who claimed to have been bound for Matamoros, Mexico, not Mobile. "I do not take you for running the blockade," the flag officer—with tongue in cheek—replied, "but for your damned poor navigation. Any man bound for Matamoros from Havana and coming within twelve miles of Mobile light has no business to have a steamer."

Farragut sent the prize to Philadelphia where she was condemned by admiralty court. The Federal Government purchased her on 23 January 1863. The Navy restored her original name, *Arizona*, and placed her in commission on 9 March 1863, Lt. Daniel P. Upton in command.

Nine days later, the steamer stood down the Delaware River and headed for the Gulf of Mexico. En route south, she chased and overtook the cotton-laden sloop *Aurelia* off Mosquito Inlet, Fla., on 23 March and sent her to Port Royal.

Shortly before *Arizona* joined the West Gulf Blockading Squadron at New Orleans, Farragut had led a naval force up the Mississippi past Port Hudson to close off the flow of supplies down the Red River and across the Mississippi to Confederate

armies fighting in the East. His warships met a fierce cannonade as they attempted to pass Port Hudson, and only the flagship *Hartford* and her consort *Albatross* made it safely through to the strategic stretch of the river between Port Hudson and Vicksburg.

Arizona played an important role in strengthening Farragut's drastically reduced force and opening up communications between its commander and the rest of his squadron. From New Orleans, she proceeded to Berwick Bay to join a naval force commanded by Comdr. Augustus P. Cook which, in cooperation with troops commanded by Major General Nathaniel P. Banks, was operating in the swampy backwaters of the Louisiana lowlands west of the Mississippi.

On 14 April, while carrying army units, she, *Estrella*, and *Calhoun* attacked CSS *Queen of the West* on Grand Gulf, a wide and still stretch of the Atchafalaya River. A shell from *Calhoun* set fire to cotton which her Southern captors had loaded on that former Ellet ram and blew up her boiler. The burning cotton-clad drifted downstream for several hours before running aground and exploding. The three Union steamers also captured 90 members of the doomed vessel's crew who had jumped overboard to escape scalding.

Six days later, *Clifton* and *Calhoun* joined the same force and, working with four companies of Union infantry, took Fort Burton, a Southern battery consisting of two old siege guns implaced at Butte La Rose, La. This victory opened for Union ships a passage—through Atchafalaya Bay and the River of the same name—connecting the gulf with the Red and Mississippi Rivers. Thus, Farragut could bypass Port Hudson with supplies, messages, and ships.

After this path was clear, *Arizona* entered the Red River and descended it to its mouth where she met *Hartford*, Farragut's flagship. On 3 May, she was part of a three-ship reconnaissance force that ascended the Red River until it encountered heavy fire from two large Confederate steamers, *Grand Duke* and *Mary T.*, supported by Southern shore batteries and snipers. Since the narrow channel prevented their maneuvering to bring their broadsides to bear on their attackers, the Union ships were compelled to retire.

As they descended, the Northern vessels met a large force led by Rear Admiral David Dixon Porter who ordered *Arizona* and *Estella* to join him in a much more powerful drive up the Red River. He allowed *Albatross*, the third ship, to return to the Mississippi to report to Farragut.

The next morning, Porter's force arrived at Fort DeRussy—an uncompleted stronghold the South had been building on the banks of the river—and found it abandoned. After partially destroying the fortifications, Porter continued on up stream to Alexandria which surrendered without resistance. Before Porter left the river, *Arizona* took part in a reconnaissance of the Black River, a tributary of the Red. On 10 May, she joined in an attack on Fort Beauregard at Harrisonburg, La., on the Ouachita River.

Following her return to the Mississippi, *Arizona* supported operations against Port Hudson which finally fell on 9 July—five days after the surrender of Vicksburg—removing the last Southern hold on the river and finally cutting the Confederacy in two.

Arizona then returned to New Orleans for repairs. During this work, Acting Master Howard Tibbitt relieved Upton in command of the side-wheeler.

On 4 September, *Arizona* departed New Orleans and proceeded to Southwest Pass to embark 180 sharpshooters to be distributed among *Clifton*, *Sachem*, and herself in a forthcoming attack on Sabine Pass, Tex. She next proceeded to Atchafalaya Bay where she met her consorts and a group of Army transports, distributed her sharpshooters, and continued on to Sabine Pass.

On the morning of 8 September, the combined force crossed the bar and then split, with *Sachem* and *Arizona* advancing up the Louisiana (right) channel and *Clifton* and *Granite City* moving forward through the Texas (left) channel. When they arrived within range of the Confederate batteries they opened fire preparatory to landing the troops. The Southern gunners did not reply until the gunboats were within close range, but then countered with a devastating cannonade. A shot through her boiler totally disabled *Sachem*; another carried away *Clifton*'s wheel rope, causing her to run aground under the Confederate guns. Crocker—who commanded *Clifton* as well as the whole naval force—fought his ship until, with 10 men killed and nine others wounded, he deemed it his duty “to stop the slaughter

by showing the white flag. . . .” After flooding her magazine to prevent its exploding, *Sachem* also surrendered and was taken under tow by CSS *Uncle Ben*. With the loss of *Clifton*'s and *Sachem*'s firepower, the two remaining gunboats and troop transports recrossed the bar and departed for New Orleans.

The Sabine Pass expedition had, in the words of Commodore H. H. Bell, “totally failed.” Nevertheless, Major General Banks reported: “In all respects the cooperation of the naval authorities has been hearty and efficient. . . .”

Arizona subsequently served on blockade duty along the Texas coast, especially at Galveston.

Later in the year, yellow fever broke out on board *Arizona*, forcing her back to New Orleans until the ship's company had returned to good health. During the month of November, she had made trips to Calcasieu Pass, Vermilion Bay, and Mermentau Lake on convoy and transport trips, and on 10 December, she transported Capt. John B. Marchand to Forts St. Philip and Jackson to investigate a mutiny. In December 1863, she went to Berwick Bay and, when the rise of water permitted, entered Grand Lake and the Atchafalaya and remained there on constant blockade. In February 1864, she went to New Orleans and, when repaired, returned to Sabine Pass for blockade duty—one of 14 vessels under Capt. Marchand in USS *Lackawanna*. That duty lasted until September 1864 when she proceeded to New Orleans for repairs. There, she was fitted out for service as the flagship of the West Gulf Blockading Squadron. In January 1865, Lt. Comdr. George Brown took command of the ship.

On the evening of 27 February 1865, while underway from South West Pass to New Orleans, 38 miles below New Orleans, a fire broke out in the engineer's after storeroom and spread with great rapidity. Brown ordered the magazine flooded and, when no possibility of saving the ship remained, ordered the crew to the boats. Some leaped overboard and swam to shore. The vessel drifted to the west bank of the river, grounded, and burned until she exploded 35 minutes past midnight. Out of a crew of 98 on board four were missing.

Screw frigate *Neshaminy* (q.v.) was renamed *Arizona* on 15 May 1869.

II

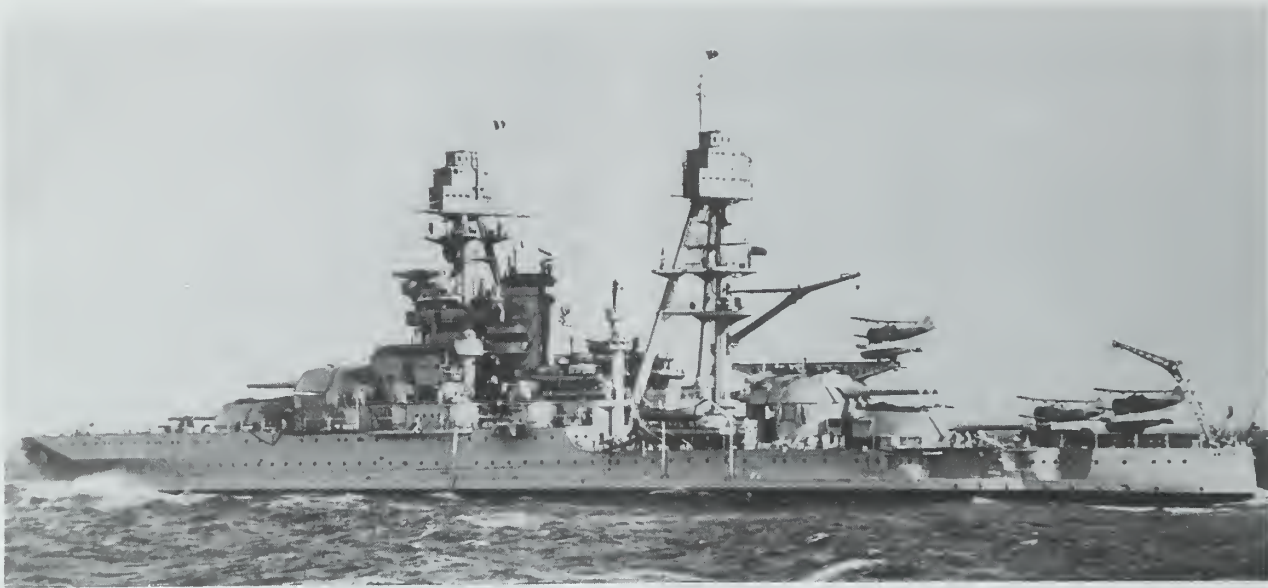
(Battleship No. 39: dp. 31,400; l. 608"; b. 97'1"; dr. 28'10" (mean); s. 21 k.; cpl. 1,081; a. 12 14", 22 5", 4 3", 2 21" tt.; cl. *Pennsylvania*)

The second *Arizona* (Battleship No. 39) was laid down on 16 March 1914 at the New York Navy Yard; launched on 19 June 1915; sponsored by Miss Esther Ross, daughter of a prominent *Arizona* pioneer citizen, Mr. W. W. Ross of Prescott, Ariz.; and commissioned at her builder's yard on 17 October 1916, Capt. John D. McDonald in command.

Arizona departed New York on 16 November 1916 for shakedown training off the Virginia capes and Newport, proceeding thence to Guantanamo Bay, Cuba. Returning north to Norfolk on 16 December to test fire her battery and to conduct torpedo-defense exercises in Tangier Sound. The battleship returned to her builder's yard the day before Christmas of 1916 for post-shakedown overhaul. Completing these repairs and alterations on 3 April 1917, she cleared the yard on that date for Norfolk, arriving there on the following day to join Battleship Division 8.

Within days, the United States forsook its tenuous neutrality in the global conflict then raging and entered World War I. The new battleship operated out of Norfolk throughout the war, serving as a gunnery training ship and patrolling the waters of the eastern seaboard from the Virginia capes to New York. An oil-burner, she had not been deployed to European waters owing to a scarcity of fuel oil in the British Isles—the base of other American battleships sent to aid the Grand Fleet.

A week after the armistice of 11 November 1918 stilled the guns on the western front, *Arizona* stood out of Hampton Roads for Portland, England, and reached her destination on 30 November 1918, putting to sea with her division on 12 December to rendezvous with the transport *George Washington*, the ship carrying President Woodrow Wilson to the Paris Peace Conference. *Arizona*, one of the newest and most powerful American dreadnoughts, served as part of the honor escort con-



Arizona (BB-39) at sea circa 1934-1935, operating as a battleship division flagship; she carries three Vought O3U "Corsair" floatplanes aft. (NR&L(M) 35177)

voying the American President to Brest, France, on 13 December 1918.

Embarking 238 homeward-bound veterans in the precursor of a "Magic Carpet" operation of a later war, *Arizona* sailed from Brest for New York on 14 December, and arrived off Ambrose Light on the afternoon of Christmas Day, 1918. The next day, she passed in review before Secretary of the Navy Josephus Daniels, who was embarked in the yacht *Mayflower* off the Statue of Liberty, before entering New York Harbor in a great homecoming celebration. The battleship then sailed for Hampton Roads on 22 January 1919, returning to her base at Norfolk on the following day.

Arizona sailed for Guantanamo Bay with the Fleet on 4 February 1919, and arrived on the 8th. After engaging in battle practices and maneuvers there, the battleship sailed for Trinidad on 17 March, arriving there five days later for a three-day port visit. She then returned to Guantanamo Bay on 29 March for a brief period, sailing for Hampton Roads on 9 April. Arriving at her destination on the morning of the 12th, she got underway late that afternoon for Brest, France, ultimately making arrival there on 21 April 1919.

The battleship stood out of Brest harbor on 3 May, bound for Asia Minor, and arrived at the port of Smyrna eight days later to protect American lives there during the Greek occupation of that port—an occupation resisted by gunfire from Turkish nationals. *Arizona* provided temporary shelter on board for a party of Greek nationals, while the battleship's marine detachment guarded the American consulate; a number of American citizens also remained on board *Arizona* until conditions permitted them to return ashore. Departing Smyrna on 9 June for Constantinople, Turkey, the battleship carried the United States consul-at-large, Leland E. Morris, to that port before sailing for New York on 15 June. Proceeding via Gibraltar, *Arizona* reached her destination on 30 June.

Entering the New York Navy Yard for upkeep soon thereafter, the battleship cleared that port on 6 January 1920 to join Battleship Division 7 for winter and spring maneuvers in the Caribbean. She operated out of Guantanamo Bay during this period, and also visited Bridgetown, Barbadoes, in the British West Indies, and Colon, in the Canal Zone, before she sailed north for New York, arriving there on 1 May 1920. Departing New York on 17 May, *Arizona* operated on the Southern Drill Grounds, and then visited Norfolk and Annapolis, before returning to New York on 25 June. Over the next six months, the ship operated locally out of New York. During this time she was given the alphanumeric hull designation, BB-39, on 17 July 1920, and, on 23 August, she became flagship for Commander Battleship Division 7, Rear Admiral Edward V. Eberle.

Sailing from New York on 4 January 1921, *Arizona* joined the fleet as it sailed for Guantanamo Bay and the Panama Canal Zone. Arriving at Colon, on the Atlantic side of the isthmian waterway, on 19 January, *Arizona* transited the Panama Canal for the first time on that day, arriving at Panama Bay on the 20th. Underway for Callao, Peru, on the 22d, the fleet arrived there nine days later, on the 31st, for a six-day visit. While she was there, *Arizona* was visited by the President of Peru. Underway for Balboa on 5 February 1921, *Arizona* arrived at her destination on the 14th; transiting the canal again the day after Washington's Birthday, the battleship reached Guantanamo Bay on the 26th. She operated thence until 24 April 1921, when she sailed for New York, steaming via Hampton Roads.

Arizona reached New York on 29 April, and remained under overhaul there until 15 June. She steamed thence for Hampton Roads on the latter date, and on the 21st steamed off Cape Charles with Army and Navy observers to witness the experimental bombings of the ex-German submarine *U-117*. Proceeding thence back to New York, the battleship there broke the flag of Vice Admiral John D. McDonald (who, as a captain, had been *Arizona's* first commanding officer) on 1 July and sailed for Panama and Peru on 9 July. She arrived at the port of Callao on 22 July as flagship for the Battle Force, Atlantic Fleet, to observe the celebrations accompanying the centennial year of Peruvian independence. On 27 July, Vice Admiral McDonald went ashore and represented the United States at the unveiling of a monument commemorating the accomplishments of San Martin, who had liberated Peru from the Spanish yoke a century before.

Sailing for Panama Bay on 3 August, *Arizona* became flagship for Battleship Division 7 when Vice Admiral McDonald transferred his flag to *Wyoming* (BB-33) and Rear Admiral Josiah S. McKean broke his flag on board as commander of the division on 10 August at Balboa. The following day, the battleship sailed for San Diego, arriving there on 21 August 1921.

Over the next 14 years, *Arizona* alternately served as flagship for Battleship Divisions 2, 3 or 4. Based at San Pedro, during this period, *Arizona* operated with the fleet in the operating areas off the coast of southern California or in the Caribbean during fleet concentrations there. She participated in a succession of fleet problems (the annual maneuvers of the fleet that served as the culmination of the training year), ranging from the Caribbean to the waters off the west coast of central America and the Canal Zone; from the West Indies to the waters between Hawaii and the west coast.

Following her participation in Fleet Problem IX (January 1929), *Arizona* transited the Panama Canal on 7 February for Guantanamo Bay, whence she operated through April. She then

proceeded to Norfolk Navy Yard, entering it on 4 May 1929 to prepare for modernization.

Placed in reduced commission on 15 July 1929, *Arizona* remained in yard hands for the next 20 months; tripod masts, surmounted by three-tiered fire control tops, replaced the old cage masts; 5-inch, 25-caliber antiaircraft guns replaced the 3-inch, 50s with which she had been equipped. She also received additional armor to protect her vitals from the fall of shot and blisters to protect her from torpedo or near-miss damage from bombs. In addition, she received new boilers as well as new main and cruising turbines. Ultimately, she was placed in full commission on 1 March 1931.

A little over two weeks later, on 19 March 1931, President Herbert C. Hoover embarked on board the recently modernized battleship, and sailed for Puerto Rico and the Virgin Islands, standing out to sea from Hampton Roads that day. Returning on 29 March, *Arizona* disembarked the Chief Executive and his party at Hampton Roads, and then proceeded north to Rockland, Maine, to run her post-modernization standardization trials. After a visit to Boston, the battleship dropped down to Norfolk, whence she sailed for San Pedro on 1 August 1931, assigned to Battleship Division 3, Battle Force.

Over the next decade, *Arizona* continued to operate with the Battle Fleet, and took part in the succession of fleet problems that took the fleet from the waters of the northern Pacific and Alaska to those surrounding the West Indies, and into the waters east of the lesser Antilles.

On 17 September 1938, *Arizona* became the flagship for Battleship Division 1, when Rear Admiral Chester W. Nimitz (later to become Commander-in-Chief, Pacific Fleet) broke his flag on board. Detached 27 May 1939 to become Chief of the Bureau of Navigation, Nimitz was relieved on that day by Rear Admiral Russell Willson.

Arizona's last fleet problem was XXI. At its conclusion, the United States Fleet was retained in Hawaiian waters, based at Pearl Harbor. She operated in the Hawaiian Operating Area until late that summer, when she returned to Long Beach on 30 September 1940. She was then overhauled at the Puget Sound Navy Yard, Bremerton, Wash., into the following year. Her last flag change-of-command occurred on 23 January 1941, when Rear Admiral Wilson was relieved as Commander, Battleship Division 1 by Rear Admiral Isaac C. Kidd.

The battleship returned to Pearl Harbor on 3 February 1941 to resume the intensive training maintained by the Pacific Fleet. She made one last visit to the west coast, clearing "Pearl" on 11 June 1941 for Long Beach, ultimately returning to her Hawaiian base on 8 July. Over the next five months, she continued exercises and battle problems of various kinds on type training and tactical exercises in the Hawaiian operating area. She underwent a brief overhaul at the Pearl Harbor Navy Yard commencing on 27 October 1941, receiving the foundation for a search radar atop her foremast. She conducted her last training in company with her division mates *Nevada* (BB-36) and *Oklahoma* (BB-37), conducting a night firing exercise on the night of 4 December 1941. All three ships moored at quays ("keys") along Ford Island on the 5th.

Scheduled to receive tender availability, *Arizona* took the repair ship *Vestal* (AR-4) alongside on Saturday, the 6th. The two ships were thus moored together on the morning of 7 December; among the men on board *Arizona* that morning were Rear Admiral Kidd and the battleship's captain, Capt. Franklin van Valkenburgh.

Shortly before 0800, Japanese aircraft from six fleet carriers struck the Pacific Fleet as it lay in port at Pearl Harbor, and in the ensuing two attack waves, wrought devastation on the Battle Line and on air and military facilities defending Pearl Harbor.

On board *Arizona*, the ship's air raid alarm went off about 0755, and the ship went to general quarters soon thereafter. Insofar as it could be determined soon after the attack, the ship sustained eight bomb hits; one hit on the forecastle, glancing off the face plate of turret II to penetrating the deck to explode in the black powder magazine, which in turn set off adjacent smokeless powder magazines. A cataclysmic explosion ripped through the forward part of the ship, touching off fierce fires that burned for two days; debris showered down on Ford Island in the vicinity.

Acts of heroism on the part of *Arizona's* officers and men were many, headed by those of Lt. Comdr. Samuel G. Fuqua, the ship's damage control officer, whose coolness in attempting to quell the fires and get survivors off the ship earned him the Medal of Honor. Posthumous awards of the Medal of Honor also

went to Rear Admiral Isaac Kidd, the first flag officer to be killed in the Pacific war, and to Capt. Van Valkenburgh, who reached the bridge and was attempting to fight his ship when the bomb hit on the magazines destroyed her.

The blast that destroyed *Arizona* and sank her at her berth alongside of Ford Island consumed the lives of 1,103 of the 1,400 on board at the time—over half of the casualties suffered by the entire fleet on the "Day of Infamy."

Placed "in ordinary" at Pearl Harbor on 29 December 1941, *Arizona* was struck from the Naval Vessel Register on 1 December 1942. Her wreck was cut down so that very little of the superstructure lay above water; her after main battery turrets and guns were removed to be emplaced as coast defense guns. *Arizona's* wreck remains at Pearl Harbor, a memorial to the men of her crew lost that December morn in 1941. On 7 March 1950, Admiral Arthur W. Radford, Commander in Chief of the Pacific Fleet at that time, instituted the raising of colors over *Arizona's* remains, and legislation during the administrations of Presidents Dwight D. Eisenhower and John F. Kennedy designated the wreck a national shrine. A memorial was built; it was dedicated on 30 May 1962.

Arizona (BB-39) was awarded one battle star for her service in World War II.

Arizonan

(Freighter: dp. 19,419; l. 490'0"; b. 57'2"; dr. 31'6" (mean); s. 10.15 k.; cpl. 97; a. 1 5", 1 3")

Arizonan—a steel-hulled, twin-screw cargo vessel—was completed in early 1903 at San Francisco, Calif., by Union Iron Works. The ship operated under the house flag of the American-Hawaiian Steamship Co. from 1903 to 1917, and received a defensive armament and a Navy Armed Guard detachment to man it.

In the summer of 1918, plans were made to have the ship manned by the Navy for the Army account. The Commandant of the 5th Naval District was authorized to fit out the ship for operation by the Naval Overseas Transportation Service (NOTS) as long as the turnover could be accomplished without delaying the loading of the ship's next consignment of cargo. Accordingly, *Arizonan*—designated Id. No. 4542A—was taken over by the Navy on 10 August 1918 and was commissioned on 14 August as she lay at an Army pier in Norfolk, Va., Lt. Comdr. Henry R. Patterson, USNRF, in command.

Two days later, the ship moved to Newport News, Va., where she took on cargo—including 50 trucks as deck load—earmarked for the American Expeditionary Force in France. Underway on the morning of 30 August, she crossed the Atlantic in convoy and, after a brief stopover at Gibraltar on 17 and 18 September, reached Marseilles late in the afternoon of 21 September and, over the ensuing days, discharged her cargo.

Departing Marseilles on 18 October, *Arizonan* returned to Newport News in ballast, reaching the C&O piers on the evening of 7 November. Four days later, on the same day upon which the Armistice was signed, *Arizonan* moved out into the stream, opposite the Newport News Shipbuilding and Drydock Co. yards. After a drydocking and repairs, the ship sailed for New York on the afternoon of 18 November.

Undergoing further repairs and alterations first at the Shewan and later at the Morse Drydock company yard, *Arizonan* was taken in hand for conversion to a troop transport, her armament being removed at the latter yard. Reassigned to the Cruiser Transport Force on 14 December 1918, *Arizonan* remained at the Morse yard until late in January 1919 before shifting to one of the Army's major terminals, Bush Terminals, Brooklyn, N.Y., to load additional gear in line with her recent metamorphosis to a troopship. Subsequently underway on the afternoon of 26 February 1919, the ship reached Bassens, France—a northeastern suburb of Bordeaux where the American Army had built a port facility during the war—on the evening of 12 March. Indicative of the precautions taken against any mines which might still be in French waters, the ship streamed paravanes soon after sighting the European coast the previous day.

Over the ensuing months, *Arizonan* conducted four more round-trip voyages to France, departing from Bush Terminals for the outwardbound voyages and concluding the last at Hoboken, N.J. During her first run (26 February to 3 April), she unloaded cargo at Bassens and brought on board returning



Arizonan, photographed before World War I. (NH 64589)

"doughboys" at Paulliac; during the second (12 April to 20 May), the ship embarked troops at Bordeaux; and the third (7 June to 6 July) found the ship embarking troops at St. Nazaire for the voyage homeward-bound from "over there."

Arizonan left Brooklyn on 11 July 1919 for the fourth in this series of shuttle runs to Europe. Four days out, she encountered the disabled *Edward Luckenbach* (Id. No. 1662) and towed that Naval Overseas Transportation Service cargo ship 425 miles back toward Boston. Coast Guard cutter *Ossipee* joined them on the afternoon of the 17th. On the morning of the 19th, she took over the towing duty from *Arizonan*, freeing the latter to continue on her voyage. *Arizonan* ultimately made port at St. Nazaire on the morning of the 30th.

Completing her loading of return cargo by 19 August—accomplished with an interesting labor force: French stevedores and German prisoners of war—*Arizonan* embarked a comparatively small group of passengers 14 Army officers, six field clerks, and four enlisted men, and got underway that morning for the United States on her final voyage under the auspices of the Cruiser Transport Force.

Reaching Hoboken on 2 September, the troopship finished discharging cargo and disembarking her passengers by the 11th and shifted to the Shewan's yard later that day. She moved thence to Hoboken on the afternoon of the 17th. Over the ensuing days, workmen removed and dismantled the trappings of a troopship, and—as the ship lay moored alongside the transport *Pretoria* at pier 9, Army Docks, Hoboken—she was decommissioned on 29 September 1919. Her name was struck from the Navy list that same day.

Returned to her prewar owner, the American-Hawaiian Steamship Co., *Arizonan* operated under the flag of that company through the mid-1920's. Transferred to Japanese ownership sometime during 1927 and 1928, her documentary trail runs cold soon thereafter, suggesting that the ship may have been cut up for scrap.

Arkab

A star in the constellation Sagittarius.

(AK-130: dp. 14,550; l. 441'6"; b. 56'11"; dr. 28'4"; s. 12.5 k.; cpl. 230; a. 1 5", 1 3", 8 20mm.; cl. *Crater*; T. EC2-S-C1)

Before the start of her construction, *Warren Stone*—a freighter built under a Maritime Commission contract (MCE hull 2449) at New Orleans, La., by the Delta Shipbuilding Corp.—was slated for Navy use, renamed *Arkab*, and designated AK-130 on 1 December 1943. Her keel was laid down on 4 December 1943; and the ship was launched on 22 January 1944; sponsored by Mrs. Charles E. Williams; acquired by the Navy; and commissioned on 21 February 1944 for passage to Mobile, Ala.; decommissioned there on 25 February 1944 for conversion by the Alabama Shipbuilding & Drydock Co.; and recommissioned on 15 May 1944, Comdr. Firman F. Knachel in command.

Arkab held shakedown training in Chesapeake Bay through mid-June. She sailed on 30 June for the Pacific. After transiting the Panama Canal, *Arkab* moored at Pago Pago, Samoa, on 29 August. Cargo destined for New Caledonia was taken on board, and *Arkab* reached Noumea on 10 September. There, she embarked 200 military passengers for transportation to the west coast.

Upon her arrival at San Francisco, Calif., *Arkab* underwent voyage repairs. On 10 November, she departed the west coast on the first of a series of supply runs to bases in the Pacific. By the end of November 1945 the ship had steamed some 60,000 miles. Ports of call included Pearl Harbor; Manus Island, Admiralty Islands; Milne Bay and Langemak, New Guinea; Saipan; and Eniwetok. Although not equipped to accommodate troops, *Arkab* transported over 1,200 passengers during her career.

The ship terminated the final voyage of her career at Norfolk, Va., on 16 December. *Arkab* was decommissioned on 2 January 1946, turned over to the War Shipping Administration for disposal, placed in the National Defense Reserve Fleet, and laid up in the James River berthing area. Her name was struck from the Navy list on 21 January 1946. She was sold on 21 September 1971 to N. V. Intershitra, of Rotterdam, Netherlands, and scrapped.

Arkansas

Arkansas was admitted to the Union on 15 June 1836 as the 25th state. The name is derived from a word used by the Quapaw Indians to designate the territory that now comprises the state. The Jesuit missionary and explorer, Pere Jacques Marquette and his confreres recorded the term as Alkansas and as Akamsea. No meaning for the Algonquin word itself has been found.

I

(ScStr: t. 752; l. 191'; b. 30'; dph. 19'; s. 15 k.; cpl. 88; a. 4 32-pdr. sb., 1 12-pdr. r.)

The first *Arkansas*—a wooden-hulled, barkentine-rigged, screw steamer built at Philadelphia in 1863 as *Tonawanda*—was purchased by the Navy at Philadelphia on 27 June 1863 from Messrs. S. & J. M. Flanagan; and commissioned in the Philadelphia Navy Yard on 29 June 1863, Acting Volunteer Lieutenant William H. West in command.

Assigned to the West Gulf Blockading Squadron, the new steamer reported for duty on 10 October 1863 to Commodore Henry H. Bell who had temporary command of the squadron while Rear Admiral David G. Farragut was home on leave. She was given the task of maintaining communications with and carrying supplies to the Union warships which were stationed on blockade duty along the coast of Texas. Throughout her naval career she alternated with *Augusta Dinsmore* on logistic cruises which took them as far south as Brownsville, Tex.

On 27 September 1864, while steaming in the gulf on one of

these supply runs, *Arkansas*—then commanded by Acting Volunteer Lieutenant David Cate—encountered the schooner *Watchful* purportedly sailing from New York to Matamoras, Mexico, with a cargo of lumber and petroleum. Her master claimed that his ship had begun leaking; and he, therefore, had changed course to New Orleans to seek repairs. However, when Cate examined the schooner's cargo, he found crates of arms hidden under the lumber and consequently seized the vessel which he sent to New Orleans under a prize crew for adjudication.

After the collapse of the Confederacy, *Arkansas* departed New Orleans on 5 June 1865 and sailed north to Portsmouth, N.H. She was decommissioned in the navy yard there on 30 June 1865 and was sold at public auction on 20 July 1865 to Mr. George S. Leach of Portsmouth. Redocumented as *Tonawanda* on 1 August 1865, the steamer served as a coastal merchantman until she was stranded on Grecian Shoals, Fla., on 28 March 1866 and was lost.

II

The second *Arkansas*—a single-turreted, "New-Navy" monitor commissioned on 28 October 1902—was renamed *Ozark* (q.v.) on 2 March 1909.

III

(Battleship No. 33; dp. 27,243; l. 562'; b. 93' 1 1/2"; dr. 28'6"; s. 21.05 k.; cpl. 1,036; a. 12 12", 21 5", 2 21" tt.; cl. *Wyoming*)

The third *Arkansas* (Battleship No. 33) was laid down on 25 January 1910 at Camden, N.J., by the New York Shipbuilding Co.; launched on 14 January 1911; sponsored by Miss Nancy Louise Macon; and commissioned at the Philadelphia Navy Yard on 17 September 1912, Capt. Roy C. Smith in command.

The new battleship took part in a fleet review by President William H. Taft in the Hudson River off New York City on 14

October, and received a visit from the Chief Executive that day. She then transported President Taft to the Panama Canal Zone for an inspection of the unfinished isthmian waterway. After putting the inspection party ashore, *Arkansas* sailed to Cuban waters for shakedown training. She then returned to the Canal Zone on 26 December to carry President Taft to Key West, Fla.

Following this assignment, *Arkansas* joined the Atlantic Fleet for maneuvers along the east coast. The battleship began her first overseas cruise in late October 1913, and visited several ports in the Mediterranean. At Naples, Italy, on 11 November 1913, the ship celebrated the birthday of the King of Italy.

Earlier in October 1913, a coup in Mexico had brought to power a dictator, Victoriano Huerta. The way in which Huerta had come to power, however, proved contrary to the idealism of President Woodrow Wilson, who insisted on a representative government, rather than a dictatorial one, south of the American-Mexican border. Mexico had been in turmoil for several years, and the United States Navy maintained a force of ships in those waters ready to protect American lives.

In a situation where tension exists between two powers, incidents are bound to occur. One such occurred at Tampico in the spring of 1914, and although the misunderstanding was quickly cleared up locally, the prevailing state of tension produced an explosive situation. Learning that a shipment of arms for Huerta was due to arrive at Veracruz, President Wilson ordered the Navy to prevent the landing of the guns by seizing the customs house at that port.

While a naval force under Rear Admiral Henry T. Mayo was already present in Mexican waters, the President directed that the Atlantic Fleet, under Rear Admiral Charles J. Badger, proceed to Veracruz. *Arkansas* participated in the landings at Veracruz, contributing a battalion of four companies of bluejackets, a total of 17 officers and 313 enlisted men under the command of Lt. Comdr. Arthur B. Keating. Among the junior officers was Lt. (jg.) Jonas H. Ingram, who would be awarded the Medal of



Arkansas (BB-33) enters the Kaiser Wilhelm Canal, Kiel, Germany, 6 June 1937, during a midshipman training cruise. (NH 57691)

Honor for heroism at Veracruz, as would Lt. John Grady, who commanded the artillery of the 2d Seaman Regiment.

Landing on 22 April, *Arkansas*'s men took part in the slow, methodical street fighting that eventually secured the city. Two *Arkansas* sailors, Ordinary Seamen Louis O. Fried and William L. Watson, died of their wounds on 22 April. *Arkansas*'s battalion returned to the ship on 30 April, and the ship remained in Mexican waters through the summer before setting course on 30 September to return to the east coast. During her stay at Veracruz, she received calls from Capt. Franz von Papen, the German military attaché to the United States and Mexico, and Rear Admiral Sir Christopher Cradock, on 10 and 30 May 1914, respectively.

The battleship reached Hampton Roads, Va., on 7 October, and after a week of exercises, *Arkansas* sailed to the New York Navy Yard, for repairs and alterations. She then returned to the Virginia capes area for maneuvers on the Southern Drill Grounds. On 12 December, *Arkansas* returned to the New York Navy Yard for further repairs.

She was underway again on 16 January 1915, and returned to the Southern Drill Grounds for exercises there from 19 to 21 January. Upon completion of these, *Arkansas* sailed to Guantanamo Bay, Cuba, for fleet exercises. Returning to Hampton Roads on 7 April, the battleship began another training period in the Southern Drill Grounds. On 23 April, she headed to the New York Navy Yard for a two-month repair period. *Arkansas* then left New York on 25 June bound for Newport, R.I. She conducted torpedo practice and tactical maneuvers in Narragansett Bay through late August.

Returning to Hampton Roads on 27 August, the battleship engaged in maneuvers in the Norfolk area through 4 October, then sailed once again to Newport. There, *Arkansas* carried out strategic exercises from 5 to 14 October. On 15 October, the battleship arrived at the New York Navy Yard for drydocking. Underway on 8 November, she returned to Hampton Roads. After a period of routine operations, *Arkansas* went back to Brooklyn for repairs on 19 October. The ship sailed on 5 January 1916 for Hampton Roads. Pausing there only briefly, *Arkansas* pushed on to the Caribbean for winter maneuvers.

She visited the West Indies and Guantanamo Bay before returning to the United States on 12 March for torpedo practice off Mobile Bay. The battleship then steamed back to Guantanamo Bay on 20 March and remained there until mid-April. On 15 April, the battleship was once again at the New York Navy Yard for overhaul.

On 6 April 1917, the United States entered World War I on the side of the Allied and Associated Powers. The declaration of war found *Arkansas* attached to Battleship Division 7 and patrolling the York River in Virginia. For the next 14 months, *Arkansas* carried out patrol duty along the east coast and trained gun crews for duty on armed merchantmen.

In July 1918, *Arkansas* received orders to proceed to Rosyth, Scotland, to relieve *Delaware* (Battleship No. 28). *Arkansas* sailed on 14 July. On the eve of her arrival in Scotland, the battleship opened fire on what was believed to be the periscope wake of a German U-boat. Her escorting destroyers dropped depth charges, but scored no hits. *Arkansas* then proceeded without incident and dropped anchor at Rosyth on 28 July.

Throughout the remaining three and one-half months of war, *Arkansas* and the other American battleships in Rosyth operated as part of the British Grand Fleet as the 6th Battle Squadron.

The armistice ending World War I became effective on 11 November. The 6th Battle Squadron and other Royal Navy units sailed to a point some 40 miles east of May Island at the entrance of the Firth of Forth. *Arkansas* was present at the internment of the German High Seas Fleet in the Firth of Forth on 21 November 1918.

The American battleships were detached from the British Grand Fleet on 1 December. From the Firth of Forth, *Arkansas* sailed to Portland, England, thence out to sea to meet the transport *George Washington*, with President Wilson on board. *Arkansas*—along with other American battleships—escorted the President's ship into Brest, France, on 13 December 1918. From that French port, *Arkansas* sailed to New York City, where she arrived on 26 December to a tumultuous welcome. Secretary of the Navy Josephus Daniels reviewed the assembled battleship fleet from the yacht *Mayflower*.

Following an overhaul at the Norfolk Navy Yard, *Arkansas* joined the fleet in Cuban waters for winter maneuvers. Soon

thereafter, the battleship got underway to cross the Atlantic. On 12 May 1919, she reached Plymouth, England; thence she headed back out in the Atlantic to take weather observations on 19 May and act as a reference vessel for the flight of the Navy Curtiss (NC) flying boats from Trepassey Bay, Newfoundland, to Europe.

Her role in that venture completed, *Arkansas* proceeded thence to Brest, where she embarked Admiral William S. Benson, the Chief of Naval Operations, and his wife, on 10 June, upon the admiral's return from the Peace Conference in Paris, before departing for New York. She arrived on 20 June 1919.

Arkansas sailed from Hampton Roads on 19 July 1919, assigned to the Pacific Fleet. Proceeding via the Panama Canal, the battleship steamed to San Francisco, where, on 6 September 1919, she embarked Secretary of the Navy and Mrs. Josephus Daniels. Disembarking the Secretary and his wife at Blakely Harbor, Wash., on the 12th, *Arkansas* was reviewed by President Wilson, on the 13th, the Chief Executive having embarked in the famed *Oregon* (Battleship No. 3). On 19 September 1919, *Arkansas* entered the Puget Sound Navy Yard for a general overhaul. Resuming her operations with the fleet in May 1920, *Arkansas* operated off the California coast. On 17 July 1920, *Arkansas* received the designation BB-33 as the ships of the fleet received alphanumeric designations. That September, she cruised to Hawaii for the first time. Early in 1921, the battleship visited Valparaiso, Chile, manning the rail in honor of the Chilean president.

Arkansas's peacetime routine consisted of an annual cycle of training interspersed with periods of upkeep or overhaul. The battleship's schedule also included competitions in gunnery and engineering and an annual fleet problem. Becoming flagship for the Commander, Battleship Force, Atlantic Fleet, in the summer of 1921, *Arkansas* began operations off the east coast that August.

For a number of years, *Arkansas* was detailed to take midshipmen from the Naval Academy on their summer cruises. In 1923, the battleship steamed to Europe, visiting Copenhagen, Denmark (where she was visited by the King of Denmark on 2 July 1923); Lisbon, Portugal; and Gibraltar. *Arkansas* conducted another midshipman training cruise to European waters the following year, 1924. In 1925, the cruise was to the west coast of the United States. During this time, on 30 June 1925, *Arkansas* arrived at Santa Barbara, Calif., in the wake of an earthquake. The battleship, along with *McCawley* (DD-276) and *Eagle 34* (PE-34) landed a patrol of bluejackets for policing Santa Barbara, and established a temporary radio station ashore for the transmission of messages.

Upon completion of the 1925 midshipman cruise, *Arkansas* entered the Philadelphia Navy Yard for modernization. Her coal-burning boilers were replaced with oil-fired ones. Additional deck armor was installed, a single stack was substituted for the original pair, and the after cage mast was replaced by a low tripod. *Arkansas* left the yard in November 1926 and, after a shake-down cruise along the eastern seaboard and to Cuban waters, returned to Philadelphia to run acceptance trials. Resuming her duty with the fleet soon thereafter, she operated from Maine to the Caribbean; on 5 September 1927, she was present at ceremonies unveiling a memorial tablet honoring the French soldiers and sailors who died during the campaign at Yorktown in 1781.

In May 1928, *Arkansas* again embarked midshipmen for their practice cruise along the eastern seaboard and down into Cuban waters. During the first part of 1929, she operated near the Canal Zone and in the Caribbean, returning in May 1929 to the New York Navy Yard for overhaul. After embarking midshipmen at Annapolis, *Arkansas* carried out her 1929 practice cruise to Mediterranean and English waters, returning in August to operate with the Scouting Fleet off the east coast.

In 1930 and 1931, *Arkansas* was again detailed to carry out midshipmen's practice cruises; in the former year she visited Cherbourg, France; Kiel, Germany; Oslo, Norway; and Edinburgh, Scotland; in the latter her itinerary included Copenhagen, Denmark; Greenock, Scotland; and Cadiz, Spain, as well as Gibraltar. In September 1931, the ship visited Halifax, Nova Scotia. In October, *Arkansas* participated in the Yorktown Sesquicentennial celebrations, embarking President Herbert Hoover and his party on 17 October and taking them to the exposition. She later transported the Chief Executive and his party back to Annapolis on 19 and 20 October. Upon her return, the battleship entered the Philadelphia Navy Yard, where she remained until January 1932.

Upon leaving the navy yard, *Arkansas* sailed for the west

coast, calling at New Orleans, La., en route, to participate in the Mardi Gras celebration. Assigned duty as flagship of the Training Squadron, Atlantic Fleet, *Arkansas* operated continuously on the west coast of the United States into the spring of 1934, at which time she returned to the east coast.

In the summer of 1934, the battleship conducted a midshipman practice cruise to Plymouth, England; Nice, France; Naples, Italy, and to Gibraltar, returning to Annapolis in August; proceeding thence to Newport, R.I., where she manned the rail for President Franklin D. Roosevelt as he passed on board the yacht *Nourmahal*, and was present for the International Yacht Race. *Arkansas*' cutter defeated the cutter from the British light cruiser HMS *Dragon* for the Battenberg Cup, and the City of Newport Cup.

In January 1935, *Arkansas* transported the 1st Battalion, 5th Marines, to Culebra for a fleet landing exercise, and in June conducted a midshipman practice cruise to Europe, visiting Edinburgh, Oslo (where King Haakon VII of Norway visited the ship), Copenhagen, Gibraltar and Funchal on the island of Madeira. After disembarking Naval Academy midshipmen at Annapolis in August 1935, *Arkansas* proceeded to New York. There she embarked reservists from the New York area and conducted a Naval Reserve cruise to Halifax, Nova Scotia in September. Upon completion of that duty, she underwent repairs and alterations at the New York Navy Yard that October.

In January 1936, *Arkansas* participated in Fleet Landing Exercise No. 2 at Culebra, and then visited New Orleans for the Mardi Gras festivities before she returned to Norfolk for a navy yard overhaul which lasted through the spring of 1936. That summer she carried out a midshipman training cruise to Portsmouth, England; Goteborg, Sweden; and Cherbourg, before she returned to Annapolis that August. Steaming thence to Boston, the battleship conducted a Naval Reserve training cruise before putting into the Norfolk Navy Yard for an overhaul that October.

The following year, 1937, saw *Arkansas* make a midshipman practice cruise to European waters, visiting ports in Germany and England, before she returned to the east coast of the United States for local operations out of Norfolk. During the latter part of the year, the ship also ranged from Philadelphia and Boston to St. Thomas, Virgin Islands, and Cuban waters. During 1938 and 1939, the pattern of operations largely remained as it had been in previous years, her duties in the Training Squadron largely confining her to the waters of the eastern seaboard.

The outbreak of war in Europe in September 1939 found *Arkansas* at Hampton Roads, preparing for a Naval Reserve cruise. She soon got underway and transported seaplane moorings and aviation equipment from the naval air station at Norfolk to Narragansett Bay for the seaplane base that was to be established there. While at Newport, *Arkansas* took on board ordnance material for destroyers and brought it back to Hampton Roads.

Arkansas departed Norfolk on 11 January 1940, in company with *Texas* (BB-35) and *New York* (BB-34), and proceeded thence to Guantanamo Bay for fleet exercises. She then participated in landing exercises at Culebra that February, returning via St. Thomas and Culebra to Norfolk. Following an overhaul at the Norfolk Navy Yard (18 March to 24 May), *Arkansas* shifted to the Naval Operating Base (NOB), Norfolk, where she remained until 30 May. Sailing on that day for Annapolis, the battleship, along with *Texas* and *New York*, conducted a midshipman training cruise to Panama and Venezuela that summer. Before the year was out, *Arkansas* would conduct three V-7 Naval Reserve training cruises, these voyages taking her to Guantanamo Bay, the Canal Zone, and Chesapeake Bay.

Over the months that followed, the United States gradually edged toward war in the Atlantic; early the following summer, after the decision to occupy Iceland had been reached, *Arkansas* accompanied the initial contingent of marines to that place. That battleship, along with *New York*, and the light cruiser *Brooklyn* (CL-40) provided the heavy escort for the convoy. Following this assignment, *Arkansas* sailed to Casco Bay, Maine, and was present there when the Atlantic Charter conferences took place on board *Augusta* (CA-31) between President Franklin D. Roosevelt and British Prime Minister Winston Churchill. During the conference, the battleship provided accommodations for the Under Secretary of State, Sumner Welles, and Mr. Averell Harriman, from 8 to 14 August 1941.

The outbreak of war with the Japanese attack upon the Pacific Fleet at Pearl Harbor found *Arkansas* at anchor in Casco Bay, Maine. One week later, on 14 December, she sailed to Hvalf-

jordur, Iceland. Returning to Boston, via Argentina, on 24 January 1942, *Arkansas* spent the month of February carrying out exercises in Casco Bay in preparation for her role as an escort for troop and cargo transports. On 6 March, she arrived at Norfolk to begin overhaul. Underway on 2 July, *Arkansas* conducted shakedown in Chesapeake Bay, then proceeded to New York City, where she arrived on 27 July.

The battleship sailed from New York on 6 August, bound for Greenock, Scotland. Two days later, the ships paused at Halifax, Nova Scotia, then continued on through the stormy North Atlantic. The convoy reached Greenock on the 17th, and *Arkansas* returned to New York on 4 September. She escorted another Greenock-bound convoy across the Atlantic, then arrived back at New York on 20 October. With the Allied invasion of North Africa, American convoys were routed to Casablanca to support the operations. Departing New York on 3 November, *Arkansas* covered a troop convoy to Morocco, and returned to New York on 11 December for overhaul.

On 2 January 1943, *Arkansas* sailed to Chesapeake Bay for gunnery drills. She returned to New York on 30 January and began loading supplies for yet another transatlantic trip. The battleship made two runs between Casablanca and New York City from February through April. In early May, *Arkansas* was drydocked at the New York Navy Yard, emerging from that period of yard work to proceed to Norfolk on 26 May.

Arkansas assumed her new duty as a training ship for midshipmen, based at Norfolk. After four months of operations in Chesapeake Bay, the battleship returned to New York to resume her role as a convoy escort. On 8 October, the ship sailed for Bangor, Ireland. She was in that port throughout November, and got underway to return to New York on 1 December. *Arkansas* then began a period of repairs on 12 December. Clearing New York for Norfolk two days after Christmas of 1943, *Arkansas* closed the year in that port.

The battleship sailed on 19 January 1944 with a convoy bound for Ireland. After seeing the convoy safely to its destination, the ship reversed her course across the Atlantic and reached New York on 13 February. *Arkansas* went to Casco Bay on 28 March for gunnery exercises, before she proceeded to Boston on 11 April for repairs.

On 18 April, *Arkansas* sailed once more for Bangor, Ireland. Upon her arrival, the battleship began a training period to prepare for her new role as a shore bombardment ship. On 3 June, *Arkansas* sailed for the French coast to support the Allied invasion of Normandy. The ship entered the Baie de la Seine on 6 June, and took up a position 4,000 yards off "Omaha" beach. At 0552, *Arkansas*'s guns opened fire. During the day, the venerable battleship underwent shore battery fire and air attacks; over ensuing days she continued her fire support. On the 13th, *Arkansas* shifted to a position off Grandcamp les Bains.

On 25 June 1944, *Arkansas* duelled with German shore batteries off Cherbourg, the enemy repeatedly straddling the battleship but never hitting her. Her big guns helped support the Allied attack on that key port, and led to the capture of it the following day. Retiring to Weymouth, England, and arriving there at 2220, the battleship shifted to Bangor, on 30 June.

Arkansas stood out to sea on 4 July, bound for the Mediterranean. She passed through the Strait of Gibraltar and anchored at Oran, Algeria, on 10 July. On the 18th, she got underway, and reached Taranto, Italy, on 21 July. The battleship remained there until 6 August, then shifted to Palermo, Sicily, on the 7th.

On 14 August, Operation "Anvil" the invasion of the southern French coast between Toulon and Cannes, began. *Arkansas* provided fire support for the initial landings on 15 August, and continued her bombardment through 17 August. After stops at Palermo and Oran, *Arkansas* set course for the United States. On 14 September, she reached Boston, and received repairs and alterations through early November. The yard period completed on 7 November, *Arkansas* sailed to Casco Bay for three days of refresher training. On 10 November, *Arkansas* shaped a course south for the Panama Canal Zone. After transiting the canal on 22 November, *Arkansas* headed for San Pedro, Calif. On 29 November, the ship was again underway for exercises held off San Diego. She returned on 10 December to San Pedro.

After three more weeks of preparations, *Arkansas* sailed for Pearl Harbor on 20 January 1945. One day after her arrival there, she sailed for Ulithi, the major fleet staging area in the Carolines, and continued thence to Tinian, where she arrived on 12 February. For two days, the vessel held shore bombardment practice prior to her participation in the assault on Iwo Jima.

At 0600 on 16 February, *Arkansas* opened fire on Japanese strong points on Iwo Jima as she lay off the island's west coast. The old battlewagon bombarded the island through the 19th, and remained in the fire support area to provide cover during the evening hours. During her time off the embattled island, *Arkansas* shelled numerous Japanese positions, in support of the bitter struggle by the marines to root out and destroy the stubborn enemy resistance. She cleared the waters off Iwo Jima on 7 March to return to Ulithi. After arriving at that atoll on the 10th, the battleship rearmed, provisioned, and fueled in preparation for her next operation, the invasion of Okinawa.

Getting underway on 21 March, *Arkansas* began her preliminary shelling of Japanese positions on Okinawa on 25 March, some days ahead of the assault troops which began wading ashore on 1 April. The Japanese soon began an aerial onslaught, and *Arkansas* fended off several kamikazes. For 46 days, *Arkansas* delivered fire support for the invasion of Okinawa. On 14 May, the ship arrived at Apra Harbor, Guam, to await further assignment.

After a month at Apra Harbor, part of which she spent in drydock, *Arkansas* got underway on 12 June for Leyte Gulf. She anchored there on the 16th, and remained in Philippine waters until the war drew to a close in August. On the 20th of that month, *Arkansas* left Leyte to return to Okinawa, and reached Buckner Bay on 23 August. After a month spent in port, *Arkansas* embarked approximately 800 troops for transport to the United States as part of the "Magic Carpet" to return American servicemen home as quickly as possible. Sailing on 23 September, *Arkansas* paused briefly at Pearl Harbor en route, and ultimately reached Seattle on 15 October. During the remainder of the year, the battleship made three more trips to Pearl Harbor to shuttle soldiers back to the United States.

During the first months of 1946, *Arkansas* lay at San Francisco. In late April the ship got underway for Hawaii. She reached Pearl Harbor on 8 May, and stood out of Pearl Harbor on 20 May, bound for Bikini Atoll, earmarked for use as target for atomic bomb testing in Operation "Crossroads." On 25 July 1946, the venerable battleship was sunk in Test "Baker" at Bikini. Decommissioned on 29 July 1946, *Arkansas* was struck from the Naval Vessel Register on 15 August 1946.

Arkansas received four battle stars for her World War II service.

IV

(CGN-41: dp. 9,473 (f.); l. 585'; b. 63'; dr. 30'6"; s. 30 + k.; cpl. 473; a. 2 mis. ln., 2 5", ASROC, Standard missile, Tartar, LAMPS, 6 15.5" tt.; cl. *Virginia*)

The fourth *Arkansas* (CGN-41) was laid down on 17 January 1977 at Newport News, Va., by the Newport News Shipbuilding and Dry Dock Co.; launched on 21 October 1978; sponsored by Mrs. Dale Bumpers, the wife of United States Senator Dale Bumpers, of Arkansas; and commissioned on 18 October 1980, Capt. Dennis S. Read in command.

The guided-missile cruiser spent the four months following her commissioning in the vicinity of Hampton Roads, Va., clearing up details associated with her acceptance by the Navy and preparing for her shakedown cruise. Late in February 1981, she made a brief round-trip voyage to Puerto Rico and back and then resumed preparations for shakedown training. In March, she completed contract trials and conducted a public relations call at Port Everglades, Fla. April brought a series of underway qualifications and certifications. On 28 April, *Arkansas* departed



Arkansas (CGN-41), in the Atlantic, 1 September 1980. (USN-1179338)

Norfolk to carry out shakedown training in the West Indies. That cruise included more tests and trials, port visits to several Caribbean Islands and a swing south to call at Rio de Janeiro and Recife in Brazil. The warship returned to Norfolk on 25 June and began post-shakedown availability at the Newport News Shipbuilding Co. six days later. *Arkansas* completed repairs on 15 December and put to sea for three days of trials before returning to port where holiday routine occupied what little remained of 1981.

The warship did not get underway again until three weeks into 1982. She put to sea on 22 January and shaped a course south to Key West, Fla., where she underwent explosive shock tests. In the intervals between the several tests, *Arkansas* visited Mayport and Port Everglades for work on some of her equipment. Returning north at the beginning of March, she entered the yard at the Newport News Shipbuilding Co. for two months of post-shakedown repairs. The guided-missile cruiser conducted trials at sea on 3 and 4 May and then returned to Newport News for another 11 days to correct minor deficiencies. She arrived back in Norfolk on 20 May and, the next day, commenced local operations out of her home port. Over the ensuing four months, *Arkansas* carried out a schedule of training operations conducted mostly off the Virginia capes. Two missions, however, took her south to the West Indies. From 23 June to 16 July she voyaged to Guantanamo Bay, Cuba, for refresher training. Between 24 September and 16 October, the warship served as escort for *Nimitz* (CVN-68) during an operational readiness exercise executed in the vicinity of Puerto Rico.

Upon her return to Norfolk in mid-October, *Arkansas* began preparations for her first tour of duty with the 6th Fleet in the Mediterranean Sea. The guided-missile cruiser embarked upon that assignment on 10 November 1982. She completed the transatlantic voyage on 30 November, then set out across the Mediterranean bound for the coast of troubled Lebanon. She arrived on station near Beirut on 6 December. Though *Arkansas* spent most of her time supporting the multinational force ashore in its efforts to keep peace in Lebanon, she left the eastern Mediterranean occasionally for port calls and to participate in some of the 6th Fleet's freedom-of-navigation maneuvers into the Gulf of Sidra off the coast of Libya. The warship completed her final tour on station near Lebanon on 4 May 1983 and laid in a course for Gibraltar. After a two-day visit to the "Rock," *Arkansas* got underway for Norfolk on 10 May.

The guided-missile cruiser stood into her home port again at the end of the third week in May. Norfolk, however, remained her home port only for the duration of her post-deployment standdown period. On 8 July, *Arkansas* began the long voyage to her new base of operations at Alameda, Calif. Steaming by way of Port Everglades in Florida and Charlotte Amalie in the Virgin Islands, she arrived in the Canal Zone on 21 July and transited the Panama Canal on the 22d. From there, the warship headed north to Alameda, reaching her destination on 31 July. *Arkansas* spent the next five weeks at her new home port clearing up incidentals attendant to the shift of bases and carried out nuclear propulsion safety training.

Normal operations at sea began again during the second week in September and occupied the guided-missile cruiser for the remainder of 1983 and the first six weeks of 1984. Between 12 and 14 February 1984, *Arkansas* made the passage from Alameda to Bremerton, Wash., where she entered the Puget Sound Naval Shipyard for a three-month repair period. The warship returned to Alameda in mid-May and readied herself for a deployment that became a circumnavigation of the globe. On 1 June, *Arkansas* put to sea on the first leg of her long voyage. En route to Hawaii, she participated in the multinational exercise Operation "RIMPAC 84." She spent the latter half of June conducting exercises in the Hawaiian islands then resumed the voyage west on 2 July. *Arkansas* arrived at Subic Bay on 20 July and remained in the Philippines until the beginning of August. At that time, she set out for Hong Kong where she visited during the period 6 to 10 August.

From there, *Arkansas* headed for the Indian Ocean. The guided-missile cruiser served almost three months in the Indian Ocean, primarily in that portion known as the Arabian Sea where the protracted war between Iraq and revolutionary Iran threatened to engulf their neighbors and perhaps involve the superpowers as well. On 1 November, *Arkansas* entered the Red Sea on her way to the Suez Canal. She passed through the canal on the 3d and, after an expeditious passage, stopped at Toulon,

France, from the 7th to the 12th. Returning to sea on the 12th, the warship shaped a course through the Strait of Gibraltar and across the Atlantic. She rounded out her circumnavigation with calls at the Azores, Barbados, and St. Thomas. *Arkansas* transited the Panama Canal on 9 December and reached Alameda on the 17th.

Post-deployment standdown kept her in port at Alameda through the end of 1984 and into February of 1985. Between 17 and 19 February, *Arkansas* sailed north to Bremerton for a four-month restricted availability during which she was armed with Tomahawk cruise missiles and the Phalanx close-in air defense system. Back at Alameda on 25 June, the guided-missile cruiser resumed training operations out of her home port soon thereafter. The usual exercises, inspections and examinations kept her busy through the summer and fall of 1985. On 7 December, the warship began preparations for overseas movement.

The usual year-end holiday leave and upkeep period interrupted her efforts to get ready for the upcoming deployment, but the guided-missile cruiser put to sea as scheduled on 15 January 1986. Again she participated in exercises during the passage, stopped at Pearl Harbor, and spent only a brief period of time in the western Pacific. By mid-March, after visits to Subic Bay and Singapore, she made her way across the Indian Ocean to Karachi, Pakistan. The guided-missile cruiser called at Karachi between 15 and 20 March then resumed her voyage to the Arabian Sea. Once more, *Arkansas* patrolled the waters of the troubled Middle East.

Her sojourn in the Arabian Sea, however, lasted only until late April. On the 29th and the 30th, she transited the Suez Canal and headed for another hot spot. During the month of May and June, *Arkansas* served with *Enterprise* (CVN-65) and *Truxtun* (CGN-35) off the coast of Libya in the wake of the air strikes launched on that country by the United States in reprisal for terrorist activity against Americans. *Arkansas* left the Mediterranean at the end of June and shaped a course for Australia. She stopped at Fremantle between 18 and 22 July and then headed for Subic Bay where she laid over for two days at the end of the month. From there, the warship headed for Pearl Harbor where she paused overnight on 8 and 9 August. She arrived back in her home port on 13 August. *Arkansas* remained at Alameda until late September for the leave and upkeep period that usually follows an extended tour of duty overseas. Early in October the warship resumed local operations along the west coast. She remained so occupied for the rest of 1986.

Arleigh Burke

Arleigh Albert Burke—born on 19 October 1901 in Boulder, Colo.—entered the Naval Academy on 26 June 1919 and graduated on 7 June 1923. Joining the battleship *Arizona* (BB-39) soon thereafter, he began his naval career as a junior watch and division officer, and was given command of *Arizona's* turret 4. Over the next few years, he served as that battleship's torpedo officer, assistant engineer, and ship's secretary. During this time, he developed an interest in gunnery, and qualified as head of the ship's plotting room, handling range direction for the battleship's gunnery exercises. In the spring of 1927, Burke spent a month at the Ford Instrument Co. facility in New York City, studying that company's new antiaircraft director.

His initial bid for post-graduate work having been denied, Burke instead received orders on 2 April 1928 to the auxiliary vessel *Procyon* (AG-11), the flagship of Rear Admiral W. W. Phelps, Commander, Fleet Base Force. After serving as assistant navigator and ship's secretary, Burke became Admiral Phelps' flag lieutenant and force personnel officer in June 1928. In October of the same year, the Bureau of Navigation approved Burke's second request for post-graduate work, and on 17 June 1929, he reported to the Post-Graduate School at the Naval Academy to commence 15 months of rigorous course work first at Annapolis and, later, at Ann Arbor, Mich.

This intensive instruction in ordnance design, fire control, and ballistics culminated in his receiving an M. S. degree from the University of Michigan at Ann Arbor on 22 June 1931. He then spent a year in visits to the major private plants and military installations involved in developing, producing, and storing explosives.

In the spring of 1932, Burke received orders to the heavy

cruiser *Chester* (CA-27), and he remained in that ship for almost a year, serving as main battery officer. Ordered to the Base Force staff in April 1933 as assistant officer-in-charge of the Battle Force Camera Party, Burke worked in developing and using photographic equipment to "triangulate, tabulate, and analyze" the fall of shot in gunnery exercises—duty which required "meticulous accuracy and long days in preparation." For two years, Burke served with the Battle Force Camera Party, until he received orders to the Bureau of Ordnance (BuOrd) in Washington, D.C.

Burke labored next in BuOrd's ammunition and explosives section, given the prime responsibility dealing with the purchase, storage, and distribution of ammunition charges acquired by the Navy. He also worked in the area of distributing ammunition for target practice, the design of a new storage area for high explosive ammunition, and research toward developing a more stable smokeless powder for use on board ships. The Chief of BuOrd, Rear Admiral Harold R. Stark, lauded the young officer's "keen grasp of ordnance in relation to the service," and foresaw his becoming "an officer of exceptional value to the service."

In May 1937, Burke became the prospective executive officer of the recently launched destroyer *Craven* (DD-382). He served in that new destroyer until June 1939, exhibiting considerable administrative talent in the fields of discipline and material—invaluable experience in handling small warships. Promoted to lieutenant commander in August 1938, while in *Craven*, Burke received his first sea command the following summer. On 5 June 1939, he assumed command of *Mugford* (DD-389), the flagship for Destroyer Division (DesDiv) 8, Destroyer Squadron (DesRon) 4, Battle Force. Under his leadership, *Mugford* won the Destroyer Gunnery Trophy for 1939-1940, finished third in engineering, and high in communications.

Relieved on 30 July 1940, Burke returned to Washington to serve as an inspector at the Naval Gun Factory. He worked devotedly in this important shore billet, but, following American entry into World War II in December 1941, incessantly sought to return to sea. Finally, late in 1942, orders sent him to the South Pacific. After commanding in turn DesDiv 43, DesDiv 44, and DesRon 12, Burke received command of DesRon 23.

Burke soon emerged as a combat leader, earning the Navy Cross for leading the "Little Beavers," as DesRon 23 came to be called, in the first bombardment of the Buka-Bonis area and the first daylight bombardment of Japanese positions in the Shortlands. During the night of 1 and 2 November 1943, as American force under Rear Admiral A. S. Merrill—of which DesRon 23 formed a part—met a more powerful Japanese unit, and defeated it decisively in the Battle of Empress Augusta Bay.

The "Little Beavers" also earned the Presidential Unit Citation under Burke's leadership, and their commodore earned the Distinguished Service Medal (DSM) for his "indomitable fighting spirit and great personal courage." DesRon 23 daringly defied Japanese aircraft and closed strongly fortified shores to deliver sustained shellings of Japanese coastal defenses and cover amphibious assaults. Burke later earned the Legion of Merit for his leadership of DesRon 23 in battle off Kavieng, New Ireland, and Duke of York Island on 17 and 23 February 1944. The ships of his squadron destroyed two Japanese auxiliary vessels, one large cargo ship, a minelayer, and four barges in addition to inflicting severe damage on enemy shore installations. DesRon 23 effected a skillful withdrawal without damage.

Having earned the nickname "31-knot Burke" for his high-speed combat performance, he soon became chief of staff to Vice Admiral Marc A. Mitscher, Commander, Fast Carrier Task Force, TF 58, in March 1944. He remained as Admiral Mitscher's chief of staff into June 1945; during this time, he received promotion to commodore. Burke planned and executed a long series of offensive operations in the reduction of the perimeter of Japanese defenses in New Guinea, the Carolines, the Marianas, Halmahera and Philippine Islands; his "superb professional skill, tireless energy, and coolness of decision" in that work earned him his second Legion of Merit. He then received his second DSM for his efficient control of the tactical disposition, the operation, the security and the explosive offensive power of TF 58 in its support of the landings at Iwo Jima and Okinawa and carrier air strikes on the Japanese homeland.

On 11 May 1945, two suicide planes crashed Admiral Mitscher's flagship, *Bunker Hill* (CV-17). Burke unhesitatingly proceeded to a compartment in which men were trapped, and despite fire and heavy smoke, succeeded in evacuating the sailors there. He received a letter of commendation for his courage and prompt

and efficient action "with utter disregard for his own personal safety . . ." in rescuing the men. Three days later, after Admiral Mitscher had transferred his flag to the famed carrier *Enterprise* (CV-6) on 14 May, a kamikaze crashed that ship; Burke again arranged for the transfer of command, and "in spite of all difficulties . . . maintained tactical control of the Task Force . . ." For his conspicuous gallantry on both occasions, on 11 and 14 May, Burke was awarded the Silver Star.

In July 1945, Burke returned to Washington and served as BuOrd's Director of Research and Development, before he went to the Mediterranean in January 1946, as the chief of staff to Vice Admiral Mitscher, Commander, 8th Fleet. He served in that capacity until March 1946, when Mitscher (promoted to admiral) was given command of the Atlantic Fleet. Burke remained with that great carrier leader in the same capacity until Mitscher's death in February 1947.

Following service on the General Board, Burke took command of the light cruiser *Huntington* (CL-107); but soon returned to shore duty to head the new Organizational Research and Policy Division (OP 23) under the Chief of Naval Operations (CNO), established to advise CNO during efforts to implement the National Security Act of 1947. During this time, he coordinated the Navy's defense in the B-36 controversy in 1949. He then served as Navy Secretary on the Defense Research and Development Board.

After the Korean War broke out in June 1950, Burke became deputy chief of staff to Commander, Naval Forces, Far East, that September, bringing to the task a "sound knowledge of naval administration and professional skill" that aided in the reorganization of the staff to meet ever-increasing responsibilities in the Korean War. He received a third Legion of Merit for his service in that capacity.

In May 1951, Burke was given command of Cruiser Division (CruDiv) 5 off the coast of Korea, but only served in the post until July, at which time he joined the United Nations delegation to the truce talks in Korea. From 9 July to 5 December 1951, Burke's keen discernment and decisive judgement proved of inestimable value in "countering enemy intransigence, misrepresentation and evasion with reasoned negotiation, demonstrable truth, and conciliatory measures." As advisor to the chief delegate on all phases of the armistice talks, Burke offered "timely recommendations for solutions to the varied intricate problems encountered" by the negotiators; his services in that capacity earned Burke an Oak Leaf cluster from the Army in lieu of a fourth Legion of Merit.

Early in December 1951, Burke returned to Washington to head CNO's Strategic Plans Division. Command of CruDiv 6 in the Mediterranean and the position of Commander, Destroyer Force, Atlantic Fleet, followed in turn before President Dwight D. Eisenhower selected Burke as CNO, promoting him over 92 more senior flag officers. Serving in that office from 17 August 1955 to 1 August 1961, he is the only officer to hold that post through three two-year terms. During Burke's tenure as CNO, he acted as a major force in developing the Navy's "Polaris" submarine missile program and keeping it under that service's control, and utilized the *Forrestal* (CV-59)-class aircraft carriers in the nuclear deterrence role.

On 1 August 1961, Burke retired from the Navy. Since then, he has resided in Washington, D.C., devoting part of his time to advisory committees and boards of directors of such worthwhile activities as veterans organizations, patriotic groups and educational institutions, as well as to the Navy he had served so well.

(DDG-51: dp. 8,300 (f.); l. 504'6"; b. 66'11"; dr. 30'7"; s. 30+ k.; epl. 341; a. 1 5", 2 Phalanx, 2 vls., Tomahawk, Standard mis., ASROC, 6 21" tt.; cl. *Arleigh Burke*)

Arleigh Burke (DDG-51) was laid down on 6 December 1988 at Bath, Maine, by the Bath Iron Works; launched on 16 September 1989; sponsored by Mrs. Arleigh Burke; and was scheduled for delivery to the Navy early in 1991.

Arletta

The mistress of Robert II, Duke of Normandy, and, by him, the mother of William the Conqueror whose victory over Harold at Hastings on 14 October 1066 won him the English Crown, bringing Norman rule to Britain.

(Sch: t. 200; l. 103'; b. 27'; dph. 8'6"; dr. 10'6"; cpl. 39; a. 1 13" M., 2 32-pdr. sb., 2 12-pdr. sb.)

Arletta—a schooner built in 1860 at Mystic, Conn.—was purchased at New York City by the Navy on 7 September 1861 and commissioned in the New York Navy Yard on 30 January 1862, Acting Master Thomas E. Smith in command.

The schooner departed New York harbor on 4 February 1861 as a part of the Mortar Flotilla assembled to become a part of Flag Officer David Glasgow Farragut's newly established West Gulf Blockading Squadron. Besides sealing off the Confederate coast between Pensacola and the mouth of the Rio Grande, Farragut was charged with leading a Union task force from the Gulf of Mexico up the Mississippi to capture New Orleans. Once he had taken the "Crescent City," the flag officer was to continue on upstream until he met the warships of the Western Flotilla which were fighting their way down from the Ohio and upper Mississippi. The Lincoln Administration hoped that, if all went well, this strategy would cut the Confederacy in two and thus hasten the end of the rebellion.

However, two formidable defensive works, Forts Jackson and St. Philip, were located on opposite sides of the Mississippi below New Orleans, protecting the Southern metropolis from seaborne enemies. The Mortar Flotilla—commanded by Comdr. David Dixon Porter—had been set up to neutralize the batteries within these Confederate fortresses while Farragut's deep-draft, salt-water warships dashed past them to take New Orleans.

Following a stop at Key West, Fla., from 18 February to 6 March, *Arletta* performed blockade duty off Mobile Bay, Ala., from 11 to 15 March and then proceeded to Ship Island, Miss., whence she was towed by revenue cutter *Harriett Lane* to the Mississippi Delta. She crossed over the bar at Pass a l'Outre on the 18th and entered the river.

Much was yet to be done before Farragut could launch his attack. His deep-draft steamers had to be laboriously worked over a bar that was far too shoal for them to cross under normal circumstances; surveying parties had to work almost within the shadows of the forts to locate and mark the positions of each schooner during the impending action; and the mortar boats had to be stripped for action and camouflaged with local underbrush and foliage to reduce their vulnerability to Southern artillery.

Everything was finally ready by mid-afternoon of 16 April when Porter embarked in *Arletta* and took her—accompanied by two of her sister schooners—upriver to anchor at predetermined sites to test the mortars and their mounts and to determine the ranges of their targets. Confederate cannon fired intermittently upon the small Northern sailing ships, but the Southern rounds all fell short. Meanwhile, *Arletta's* mortar answered with five shells, three of which exploded inside Fort Jackson. After an hour's action, Porter—highly satisfied with the performance of his mortars, gunners, and ships—ordered his captains to retire downstream.

The next day, hoping that it would collide with and set fire to one or more of the Union warships, Southerners put the torch to an incendiary-laden fire raft and cast it adrift. When Union lookouts spotted the blazing barge, *Arletta* launched boats which took the menacing raft in tow, pulled it ashore, and put out the fire.

On the morning of the 18th, the steamers of the flotilla towed the schooners into position to begin a steady and prolonged bombardment of the forts. *Arletta*—assigned to the first division of schooners, commanded by Lt. Watson Smith—got off 96 shells during the first day, but lost one man who was killed by an 8-inch solid shot from Fort Jackson which also briefly put her mortar out of action. For the next few days, the schooners kept up the shelling. Then, during the wee hours of the 24th; they greatly increased the tempo of their cannonade to give Farragut's steam warships the maximum possible support during their run by the forts.

That evening, after the flag officer's force had reached safety beyond range of Southern shot and shell, *Arletta* and her division mates dropped downriver to Southwest Pass where they anchored to prepare for a return to sea. During ensuing weeks, they operated in the gulf, helping to enforce the blockade while awaiting the return of Farragut and his deep-draft warships to join them in operations against Mobile.

The most notable event in *Arletta's* service during this period was her chase on 21 May of a cotton-laden steamer which apparently had slipped out of Mobile Bay. The schooner "... put a

shot into ... " the blockade runner and forced her to jettison cargo in order to escape to windward.

Meanwhile, Farragut—perplexed by ambiguous, conflicting, and unrealistic orders—had postponed his attack on Mobile and, instead, had ascended the Mississippi to Vicksburg. There, he found Confederate cliffside fortifications far too strong to be captured without the help of a cooperating ground force many times larger than that which accompanied him. As a result, Farragut dropped downstream with the intention of next striking Mobile. However, upon reaching New Orleans, he found messages from Washington rebuking him for not remaining near Vicksburg and stating that Northern strategy demanded that he immediately return upstream, clearing the Mississippi as he went, until meeting the Union's Western Flotilla.

At the suggestion of the Army commander in the area, Maj. Gen. Benjamin F. Butler, Farragut called 10 of his schooners back to the Mississippi to support an attack on Vicksburg. Porter complied by bringing, not just 10, but the whole flotilla.

The schooners departed Pensacola on 3 June and crossed the bar at Pass a l'Outre three days later. However, once they were in the river, their ascent was delayed until steamers could be obtained from the Army to tow them upstream against the current. When this indispensable support finally became available about a fortnight later, *Arletta* departed New Orleans and headed up the Mississippi under tow. Southern shore batteries fired upon her as she was passing Grand Gulf, Miss.; but her return fire and that of sister ships silenced the Confederate cannon before they did any damage.

She arrived on station just below Vicksburg late in the month and first opened fire on the 27th. Before dawn the following morning, the entire flotilla began shelling the Southern batteries; and the schooners kept up their fire until most of Farragut's ships had reached safety well out of range of the Vicksburg guns.

Over the ensuing days, while they awaited news of events above Vicksburg and further orders from Farragut, *Arletta* and her sister schooners from time to time bombarded the cliffside forts. In the meantime, events had recently occurred in Virginia which would soon deprive the flag officer of most of these mortar boats.

Lee's Seven Days Campaign in late June and early July had turned back a Union drive toward Richmond and had penned up the Federal army in a small area at Harrison's Landing on the northern bank of the James. Support fire from Federal gunboats already operating on the river had helped to save the Union force from destruction; and, on 8 July, Washington—recognizing the value of naval firepower—wired Farragut to send 12 of these schooners to Hampton Roads to reinforce the James River Flotilla.

Arletta headed downstream with the largest division of the flotilla on the 11th, stood out to sea on the 17th, and entered Hampton Roads on the 30th. Following repairs at the Norfolk Navy Yard, she was towed up the James by the side-wheeler *Satellite* on 9 August and, the next day, took station off Claremont Plantation. For most of the rest of the month, she operated in the James to protect McClellan's troops as they withdrew from the peninsula to return to Northern Virginia to strengthen the defenses of Washington.

On 29 August, while the Second Battle of Bull Run was beginning, she headed down the James under tow in preparation for transfer to the Potomac to bolster Union naval power there against possible attacks on the National capital. She left Hampton Roads on the last day of the month and arrived at Washington on 5 September. The schooner remained in that vicinity, ready to help to defend the seat of the Federal Government in the event that Lee's army—which had crossed the Potomac into Maryland—attack. After the Union stand at Antietam had repelled this invasion of the North, *Arletta* left Washington on 18 September to begin operations downstream with the Potomac Flotilla. She continued this duty until returning to the Washington Navy Yard at the end of October to have her mortar removed and to be fitted out as an ordnance vessel.

Reassigned to the North Atlantic Blockading Squadron, the schooner departed Washington on 28 November and arrived at Fort Monroe, Va., on 2 December. There she took on a cargo of ammunition and stores and stood to sea on 23 December 1862. She reached the vicinity of Wilmington, N.C., on 4 January and began delivering ammunition to Union warships on blockade duty, a task she continued into the spring.

On 19 April 1863, she headed for Beaufort, N.C., her station for the last two years of the Civil War.

On 17 September 1865, *Arletta* departed the North Carolina Sounds and headed north. She reached the Philadelphia Navy Yard on the 25th and was decommissioned there on 28 September 1865. The schooner was sold on 30 November 1865.

Arlington

A county in northeastern Virginia on the western bank of the Potomac River opposite Washington, D.C. The county takes its name from the estate confiscated from Robert E. Lee and his wife, Mary Custis Lee, during the Civil War and which is now the site of Arlington National Cemetery. The county also contains the Pentagon, seat of administration for the Department of Defense, and Fort Myer, home of the Army's ceremonial 3d Infantry.

I

(AP-174: dp. 10,120; l. 417'9"; b. 60'; dr. 22'3"; s. 14.7 k.; cpl. 359; tr. 1,400; a. 1 5", 4 3", 4 40mm., 12 20mm.; cl. *Cape Johnson*; T. C1B)

The first *Arlington* (AP-174) was originally laid down as the steel-hulled C1B type cargo ship *Fred Morris* on 11 May 1942 at Wilmington, Calif., by the Consolidated Shipbuilding Corp., under a Maritime Commission contract (MC hull 490); launched on 10 August 1942; sponsored by Mrs. Clarence J. Coberly; and

delivered to the Lykes Brothers Steamship Co., Inc., on 6 February 1943. Built to operate on the South American cargo trade and named for an employee of the Lykes Brothers' lines, *Fred Morris* operated under civil auspices until taken in hand by the War Shipping Administration (WSA) for conversion to a Navy transport. On 31 January 1944, the ship was renamed *Arlington* and classified as AP-174. Converted at the Todd Shipbuilding and Drydock Co., Hoboken, N.J., the ship was acquired by the Navy from the WSA on 17 April 1944, and was commissioned at the New York Navy Yard on 18 April 1944, Comdr. Louis G. McGlone in command.

Following shakedown training in Chesapeake Bay, *Arlington* loaded cargo and embarked passengers (sailors and marines), and departed Norfolk on 22 May, in company with the destroyer escort *Eversole* (DE-404), bound for the Panama Canal. Transiting the Canal Zone on 28-29 May, the transport reached Pearl Harbor on 13 June. Embarking a capacity lift of casualties and troops, the ship set course to return to the west coast on 17 June, arriving at San Francisco on 23 June.

Following a brief availability for work not completed at Hoboken during the initial conversion, *Arlington* sailed for Seattle on 3 July, arriving there three days later. Assigned duty with the Fleet Operational Training Command, Pacific, *Arlington*—the flagship for Capt. M. L. Eaton—was attached to the Pre-Commissioning Training Center until 18 December. During this time—the latter part of which saw the ship operating with the attack transport (APA) precommissioning detail—she trained 40 Navy auxiliary ships' complements on board. Each received nine days of intensive instruction afloat in amphibious operations, gunnery, damage control, seamanship, communications, engi-



Arlington (AP-174) at anchor in San Francisco Bay, probably during her service as a training ship at the precommissioning training center there, between December 1944 and September 1945. Her color scheme is probably Measure 21 (sea blue). (NH 78544)

neering, first aid, handling of casualties, and navigation. Upon termination of the program in Seattle, *Arlington* headed for San Francisco, where she arrived on 21 December. She served as a training ship at the Pre-Commissioning Center for auxiliary ships at Treasure Island through the end of the war, her last trainee crew leaving the ship on 15 September 1945.

During her second stint as a training ship, *Arlington* served as the platform for the instruction of 53 additional crews, each receiving from six to 12 days of training afloat. They spent the first part of their instruction at anchor; the last two underway at sea. Besides antiaircraft and surface gunnery drills, other evolutions included underway replenishment, streaming and recovering paravanes, correcting magnetic compasses for deviation, ship-handling, and all phases of seamanship, damage control, engineering and handling casualties. All told, the ship trained approximately 25,000 men at Seattle and Treasure Island.

Relieved of duty as a training ship on 16 September, *Arlington* was assigned to Service Force, Pacific, for duty in "Magic Carpet"—the return of servicemen to the United States. She sailed on 18 September for Okinawa, Tokyo, and Yokosuka, Japan, with 1,400 troops embarked, ultimately returning to Seattle on 14 November for repairs and upkeep. She conducted a second voyage to Japan, proceeding via Adak and Attu in the Aleutian Islands, and touched briefly at Tokyo before returning to Seattle the day after Christmas of 1945. Scheduled to be decommissioned, she headed for New York on 13 February 1946, proceeding via San Diego and the Panama Canal. Decommissioned at the New York Naval Shipyard on 20 March 1946, *Arlington* was transferred to the WSA on the same day. Her name was struck from the Naval Vessel Register on 28 March 1946.

Renamed *Fred Morris*, the ship remained under government ownership into the 1960's. Laid up around 1950, she remained inactive until scrapped in Baltimore, Md., in February, 1965.

II

Saipan (CVL-48) (q.v.) was renamed *Arlington* (AGMR-2) on 8 April 1965.

Armada

(AM-145: dp. 650; l. 184'6"; b. 33'0"; dr. 9'9"; s. 14.8 k.; cpl. 104; a. 1 3', 4 40mm.; cl. *Admirable*)

Armada (AM-145) was laid down on 18 October 1942 at Tampa, Fla., by the Tampa Shipbuilding Co.; launched on 7 December 1942; sponsored by Mrs. B. C. Crawford; and completed on 16 September 1943. She was turned over to the USSR on the day of her completion and was commissioned in the Soviet Navy as *T-118*. The Soviets never returned her to the United States Navy. *Armada* was carried on the American Navy list—as MSF-145 after 7 February 1955—until 1 January 1983 when her name was struck.

Armadillo

An insect-eating mammal which has an armorlike shell encasing its back and head. Its natural habitat ranges from southern Oklahoma and southern Arkansas into Mexico and Central America. *Armadillo* is a Spanish word meaning little armored thing and was given to the mammal by early Spanish explorers of North America.

(IX-111: dp. 14,500; l. 441'6"; b. 56'11"; dr. 28'4"; s. 11.0 k.; cpl. 79; a. 1 5", 1 3", 8 20mm.; cl. *Armadillo*; T. Z-ET1-S-C3)

Sidney Howard was a tanker laid down under a Maritime Commission contract (MCE hull 1900) on 24 September 1943 at Wilmington, Calif., by the California Shipbuilding Co.; launched on 26 October 1943; sponsored by Mrs. S. Howard; renamed *Armadillo* and designated IX-111; and acquired by the Navy on a bareboat basis and simultaneously placed in commission at San Pedro, Calif., on 18 November 1943, Lt. Michael R. Meyer in command.

Following her commissioning, the vessel began a period of final fitting out and shakedown training off the southern California coast. In January 1944, *Armadillo* was assigned to Service

Force, Pacific Fleet, and sailed for Pearl Harbor, Hawaii. From early February through early April 1944, the vessel carried personnel and petroleum products between Pearl Harbor and Tarawa, Gilbert Islands. On 22 April, she reported to Majuro Atoll, Marshall Islands, where she served as a station tanker through late August. *Armadillo* then shifted to Ulithi, Caroline Islands, to perform the same duty. This service was broken by trips to Guam and Saipan in the Mariana Islands and to Peleliu in the Palaus.

Armadillo left Ulithi on 10 April 1945 and shaped a course for Okinawa. She arrived there on 18 April and began providing services to various ships of the Pacific Fleet. On 1 February 1946, the tanker departed Buckner Bay, Okinawa, and headed for the east coast of the United States. She transited the Panama Canal on 13 March and continued on to Norfolk, Va. The vessel reached that port on 23 March and began preparations for her inactivation. *Armadillo* was decommissioned on 29 May 1946 and, on the same day, was delivered to the Maritime Commission's War Shipping Administration at Lee Hall, Va. Her name was struck from the Navy list on 19 June 1946. The ship was sold later that same year and was converted for merchant service.

Armadillo earned one battle star for her World War II service.

Armeria

Any of a group of small, stemless, perennial herbs with narrow evergreen leaves. A former name retained.

(Lht: t. 1,600; l. 212'; b. 34'; dr. 12'6"; a. 2 guns)

Armeria—a lighthouse tender built in 1890 at Camden, N.J.—was transferred to the Navy from the Lighthouse Service on 24 March 1898 and was converted for naval service at the Norfolk Navy Yard. *Armeria*'s commissioning date is unknown, but her commanding officer was Lt. Comdr. Leavitt Curtis Logan. Assigned to the North Atlantic Squadron for the duration of hostilities in the Spanish-American War, she made two voyages from the United States to Cuba carrying ammunition. She entered Key West, Fla., on 9 August 1898 and, two days later, she was returned to the Lighthouse Service.

Armistead Rust

Armistead Rust—born in Campbell County, Va., on 12 July 1862—was appointed a cadet engineer at the Naval Academy on 1 October 1881. After completing the course of instruction, he was detached from the Naval Academy on 1 June 1885 to await orders for the two years of sea duty that preceded graduation at that time. Following service in *Tennessee* and *Richmond*, he returned to Annapolis in the spring of 1887 for graduation, received his diploma on 15 June 1887, and was commissioned an ensign on 1 July 1887.

During the next three years, Rust served successively in the Bureau of Navigation and the sloops of war *Saratoga*, *Constellation*, and *Jamestown*. In December 1890, he began an assignment ashore. Following four months of ordnance duty at the Washington Navy Yard, he reported to the Proving Ground at Indian Head, Md., on 7 April 1892 for similar service. In September 1892, Rust went home for a year's leave of absence. Upon his return to active service at the end of August 1893, Ens. Rust went to sea in *Pinta*. Following duty in connection with the recommissioning of the armored cruiser *Boston* in September and October of 1895 and a brief assignment to *Ranger* from late October to early December, he was transferred to *Monterey* and served in her until September of 1896 when he went home on three months of leave. At the end of November 1896, Ens. Rust commenced another ordnance assignment at Indian Head.

Newly promoted Lt. (jg.) Rust was detached from the Proving Ground on 11 November 1897 and reported on board the gunboat *Newport* a week later. During the Spanish-American War, he served successively in *Newport*, *Hist*, and *Princeton*. On 10 June 1899, Rust was promoted to lieutenant while still serving in *Princeton*. Between January 1900 and March 1901, Lt. Rust served in *Don Juan de Austria* and *Scindia*. After a tour of duty ashore at Bath, Maine, as inspector of equipment and ordnance, he returned to sea in *Montgomery* in July 1902 and served in her until September 1904. Following an assignment to *Minneapolis* between November 1904 and January 1906, Lt. Comdr. Rust



Armistead Rust (AGS-9), circa 1945. Her patrol boat lines are readily apparent. (NH 84645)

moved ashore once again as a gunnery instructor at the Washington Navy Yard.

In November 1907, he reported to the Bureau of Equipment in Washington in conjunction with preparations for a hydrographic survey of the southern coast of Cuba between Cape Cruz and Casilda. Lt. Comdr. Rust directed that mission during the first five months of 1908 and reported back to Washington in June. Late in October, he returned to Cuba to resume direction of the hydrographic survey and to assume command of *Hist*. He was promoted to commander on 4 November 1908. Comdr. Rust completed his tour of hydrographic duty in October 1910 and went to *Louisiana* (Battleship No. 19). He was detached from that warship in August 1911 and soon began two months of temporary duty at the Bureau of Ordnance. On 26 October 1911, Comdr. Rust assumed command of *Baltimore* (Cruiser No. 3) with additional duty as captain of the yard at the Charleston Navy Yard.

On 2 July 1912, he was placed on the retired list in the rank of captain, to date from 30 June 1912. Capt. Rust was called back to active duty on 4 April 1917, two days before the United States entered World War I. For the remainder of 1917 and the first five months of 1918, he served as an inspector of ordnance—first at Philadelphia and, later, at Hagerstown, Md. Early in June 1918, he was transferred back to Philadelphia where he served on the staff of the Commandant, 4th Naval District, chairing boards investigating maritime mishaps. Capt. Rust resumed his retirement on 23 July 1919 and took office as the superintendent of the Massachusetts Nautical Academy. He served in that post until 29 April 1932 when he moved to Annapolis. Capt. Rust died on 29 December 1941 at the Naval Hospital, Annapolis, Md. Capt. Rust, an expert on navigation, wrote several books on the subject.

(PCS-1404: dp. 338 (f.); l. 136'0"; b. 24'6"; dr. 8'7"; s. 14.1 k. (tl.); cpl. 57; a. 1 3", 1 40mm., 2 20mm., 1 dep. (mousetrap), 2 det.; cl. PCS-1376)

PCS-1404 was laid down on 15 May 1943 at Stockton, Calif., by the Colberg Boat Works; launched on 12 November 1943; sponsored by Mrs. Frank J. Castiglione; and commissioned on 30 March 1944, Lt. W. H. Beatty, Jr., in command.

After completing outfitting and shadedown training, the submarine chaser departed San Diego on 4 May. Steaming by way of Pearl Harbor and the Marshall Islands, she arrived at Saipan in the Mariana Islands on 17 June. There, she supported the

occupation of that island and Guam by providing antisubmarine protection for ships bringing in supplies to the troops ashore. Between 26 July and 15 August, the warship made a round-trip voyage from the Marianas to Eniwetok for repairs. Upon her return, PCS-1404 resumed her patrol duties among the islands of the Marianas. She sailed for Oahu on 27 September and reached Pearl Harbor on 15 October. The vessel then operated in the Hawaiian Islands until 24 January 1945.

On that day, PCS-1404 headed back to the Central Pacific. Sailing via the Marshall Islands, she arrived at Guam on 13 February but stayed only three days. On the 16th, she put to sea in the screen of a convoy bound for Iwo Jima. Arriving there on the 20th, the warship patrolled the vicinity of the Volcano Islands until the 26th when she shaped a course back to the Marianas. The ship arrived at Saipan on 2 March only to put to sea the next day under tow of LST-808 and ATR-94. Her little convoy reached Leyte in the Philippines on 9 March.

Ten days later, under her own power once again, PCS-1404 departed Leyte on her way to Okinawa. On the following day, 20 March 1945, she was named *Armistead Rust*, reclassified a surveying ship, and redesignated AGS-9. The ship spent the period 26 March to 30 June engaged in hydrographic surveying operations around Kerama Retto. In July, she returned to the Philippines. *Armistead Rust* conducted surveys of Philippine waters for the next 11 months. On 9 June 1946, she was decommissioned at Subic Bay, Luzon. Her name was struck from the Navy list on 21 October 1948, and she was sold to Mr. James N. Pierce on 28 October 1948.

Armistead Rust earned three battle stars during World War II, two as PCS-1404 and one as *Armistead Rust* (AGS-9).

Armstrong County

Counties in Pennsylvania, South Dakota, and Texas.

(LST-57: dp. 4,080; l. 328'0"; b. 40'0"; dr. 11'2" (lim.); s. 11.6 k.; cpl. 119; trp. 147; a. 8 40mm.; cl. LST-1)

The tank landing ship LST-57 was laid down on 24 October 1943 at Neville Island, Pa., by the Dravo Corp. and launched on 4 December 1943, sponsored by Mrs. Edward Mays. Placed in "reduced commission" on 1 January 1944 at her builder's yard,

she went to New Orleans, La., where she was commissioned on 15 January 1944.

Following her fitting out at Pensacola and shakedown training out of Panama City, Fla., *LST-57* returned to New Orleans where she took on board *LCT-855* and a cargo of diesel fuel. Clearing the "Crescent City" on 25 February 1944, *LST-57* proceeded independently to New York City. Spending five days there—during which time she embarked two Navy doctors and 40 corpsmen—the tank landing ship proceeded to Davisville, R.I., where the tank deck was loaded with 358 tons of pontoons: "no better a cargo for the sub-infested Atlantic," observed the ship's historian wryly. After an overnight stay at Boston, *LST-57* joined a convoy bound for Halifax, Nova Scotia.

Reaching her destination on 21 March, the tank landing ship remained there until the 29th. Sailing thence with "slow convoy" SC-156, *LST-57* began her voyage to the Old World—although for a time her crew wondered if they would ever get away from the New. Three events occurred before she even left Halifax harbor that presaged an eventful crossing. The wait for a frozen boat davit to thaw delayed recovery of one of the ship's landing craft, a tug ripped a hole in her port bow several feet above the waterline, and a steering casualty stopped her a few hundred feet from the antisubmarine nets causing the ship to block the convoy sortie until it could be corrected.

Once at sea, *LST-57* and the convoy encountered dense fog that rendered visibility difficult for more than 48 hours, and another LST nearly collided with the ship. The fact that the other ship was known to be carrying ammunition "didn't quiet anyone's nerves," as *LST-57*'s chronicler recounts. No sooner had the fog cleared but an ice field was encountered. Two emergency changes of course to avoid the ice caused the convoy "to lose all semblance of order . . . for several hours."

Preoccupied by accidents and natural hazards, *LST-57*'s crewmen almost forgot the war until *U-302* rudely reminded them. At 0228 on 6 April the U-boat torpedoed two merchantmen on *LST-57*'s portside. The tank landing ship went to general quarters but did not engage the enemy or participate in the rescue operation. One of the escorts, HMS *Swale*, sank *U-302*, and ships closer to the two victims picked up survivors.

LST-57 reached Milford Haven, Wales, on 14 April, only to be directed to proceed to Southampton immediately. She overtook a slow coastal convoy to that port and reached her destination on the 16th, mooring at the Fawley oil dock, downstream from Southampton, to discharge the diesel oil cargo. Later, at Southampton the tank deck was unloaded and the LCT launched.

Over the next few weeks, *LST-57* visited Plymouth, Falmouth, Dartmouth, Salcombe and Brixham, as planning for the invasion of the continent of Europe proceeded apace. On 2 June, at Brixham, *LST-57* took on board six tanks, several "Long Toms" (155-millimeter guns), and "a handful of Army quartermasters and a reserve . . . company of airborne infantry. It was a conglomeration," noted the tank landing ship's chronicler, "but the Army was careful in its loading and did not want to lose an LST full of one type of soldier."

After bad weather forced the invasion force to postpone its scheduled departure on 4 June, *LST-57* started toward France the following day as part of a slow convoy. *LST-57* discharged her initial cargo and passengers at Utah Beach in the American sector of the Normandy beachhead. Over the ensuing months, she visited all five of the Allied beaches—"Utah," "Omaha," "Juno," "Gold," and "Sword"—delivering vital supplies and reinforcements from a variety of ports in southern England. After the Allied breakout at St. Lô late in July, the ship also carried supplies to the beach at St. Michael-en-Griève on the Brittany peninsula. After November, *LST-57* transported men and equipment from England to the French ports of Cherbourg, Rouen, and Le Havre and returned to England with Allied casualties and German prisoners of war.

On 16 April 1945, *LST-57* stood out of Plymouth, England, on her way back to the United States. Steaming by way of Hampton Roads, Va., the tank landing ship reached Houston, Tex., in mid-May. She carried out substantial repairs at the Brown Shipbuilding Co. at Houston before proceeding to Gulfport, Miss., to load cargo. Then, following a brief repair period at Mobile Ala., *LST-57* set sail for the Panama Canal on 2 July. After transiting the canal, she departed the west coast of Panama on 13 July. The tank landing ship touched briefly at Manzanillo, Mexico, before heading out across the Pacific Ocean.

LST-57 arrived in Pearl Harbor on 2 August but resumed her voyage west on the 9th. While en route from Hawaii to the

Marshall Islands, she received word of the Japanese capitulation. The tank landing ship arrived at Eniwetok on 21 August but tarried there only three days before getting underway on the 24th. She discharged cargo at Guam and then returned to sea on her way to the Philippines. In September and October, *LST-57* visited Leyte and San Fernando in the Philippines before setting out for Japan to support the postwar occupation. In November and December, she made a circuitous voyage from Hiro Wan, Japan, to Saipan and Peleliu, returning to Tokyo on 27 December 1945.

Decommissioned on 24 January 1946, *LST-57* was turned over to the Shipping Control Administrator, Japan (SCAJAP), for operation by a Japanese crew, under the designator Q-028. Returned to the Navy in November 1950, *LST-57* was assigned to the Pacific Reserve Fleet at Tacoma, Wash., on 9 November 1950. She remained in reserve into the mid-1950's. Though named *Armstrong County* (*LST-57*) on 1 July 1955, she never performed any active service under that name. Her name was struck from the Navy list on 21 September 1955, and she was sunk as a target the following year.

LST-57 was awarded one battle star for her World War II service.

Arneb

The brightest star in the southern constellation Lepus with a magnitude of 2.7 and a diameter nine times that of the Sun. It is 900 light years from the Earth.

(AKA-56: dp. 14,200; l. 459'2"; b. 63'; dr. 26'4"; s. 16.5 k.; cpl. 429; a. 1 5", 8 40mm., 12 20 mm.; cl. *Andromeda*; T. C2-S-B1)

Arneb (AKA-56) was laid down under a Maritime Commission contract (MC hull 1159) as *Mischief* by the Moore Drydock Co., at Oakland, Calif.; launched on 6 July 1943; sponsored by Mrs. Carol J. Palmer, the daughter of a plant engineer; acquired by the Navy on 16 November and towed to Portland, Oreg., where she was converted to an attack cargo ship by the Willamette Iron and Steel Co.; and commissioned on 28 April 1944, Comdr. Howard R. Shaw in command.

Outfitted and loaded with stores for her first cruise by 10 May 1944, the attack cargo ship steamed to San Diego for shakedown training which was made unexpectedly interesting by her rescue of the three-man crew of a Navy Grumman TBF that had had to "ditch". During June and July, the ship practiced amphibious maneuvers using Army troops to make landings on San Clemente Island.

On 22 July, *Arneb* sailed for the Hawaiian Islands, and arrived at Pearl Harbor on 30 July. After debarking passengers, the ship continued on to Guadalcanal for training. On 29 August, the ship got underway with three transport divisions to rehearse landings for the invasion of the Palau Islands. On 8 September, she sortied with Transport Division (TransDiv) 32, and headed for Angaur Island.

The cargo ship arrived on 17 September and lowered all of her boats off the west side of the island to feign landings in that quarter in an effort to divert Japanese defensive forces. The next day, she actually landed troops and equipment of the 306th Engineers. *Arneb* remained in the Palaus until 23 September when she began carrying cargo and troops to Ulithi, Hollandia, and the Admiralty Islands.

At Manus, she fueled and loaded supplies for training and rehearsal exercises for her next operation, the liberation of the Philippines. She got underway on 12 October, arrived off Leyte on the 20th, and, despite enemy shelling, immediately began discharging her cargo and troops. *Arneb* next steamed to Guam to take on more cargo and troops for delivery at Leyte on 23 and 24 November.

Following her second voyage to Leyte, the ship steamed to Hollandia to onload provisions, cargo, and personnel as well as to receive minor repairs. *Arneb* departed Hollandia on 27 December to participate in the invasion of Luzon, anchoring in Lingayen Gulf on 9 January 1945. Since she was not carrying high priority cargo, her boats helped transports in landing troops and cargo on D-day before they began unloading her own cargo on the following day. Although enemy air and small craft activity was intense, *Arneb* only lost one LCVP. She returned to Leyte on 15 January and ferried troops and supplies to Luzon for the assault



Arneb (AKA-56) unloads stores and equipment at Little America, 16 December 1959. The prominent numbers on the hull sides (odd on the starboard side, even on the port) denote debarkation stations. Starboard side stations are a white 1 on a red background, a black 3 on a white background, a white 5 on a blue background, a black 7 on a yellow background, and (not visible) a white 9 on a green background. (USN 1046469)

on the area around La Paz on the 29th. During the next few weeks, the vessel took on fuel, cargo, and other supplies in Leyte Gulf in preparation for her next major task, the invasion of the Ryukyus.

On 27 March, *Arneb* left Leyte Gulf, arrived off Okinawa on 1 April, and unloaded supplies despite enemy air attacks. She retired to Guam and was ordered to proceed on 10 April via Pearl Harbor to the United States. The ship arrived in San Pedro on 3 May and was given a 15-day availability. Then, after loading ammunition and other supplies, she sailed for Pearl Harbor on 8 June. She returned to the west coast before the end of the month and moved into drydock at the Moore Dry Dock Co. On 20 July, the cargo ship was once again headed for the Hawaiian Islands on the first of two voyages made before the end of August. During the ship's second run to Oahu, Japan capitulated, ending the fighting in the Pacific.

While in Pearl Harbor on 28 August, *Arneb* received orders to load cargo and sail for the China coast to support the occupation forces. She ferried cargo and troops between Okinawa and China until 26 October, when she headed for San Francisco. Diverted to Seattle en route, she arrived there on 13 November 1945. The ship was then assigned to the Naval Transport Service and made cargo runs between the west coast and the Far East until December 1947.

Placed in reserve at the Philadelphia Naval Shipyard on 16 March 1948, *Arneb* was modified to prepare her for polar operations. Equipped to become Rear Admiral Richard E. Byrd's flagship for a planned Antarctic cruise, she was recommissioned on 19 March 1949. Following shakedown training out of Guantanamo Bay in April and May, *Arneb* cruised in the North Atlantic from June to October to test the effectiveness of the cold weather equipment installed. After her return to Norfolk on 1 November, the ship trained in Chesapeake Bay.

Arneb, needed to supplement the 6th Fleet in the Mediterranean in early 1950, returned to the east coast in May, and underwent a three-month availability. She resumed normal training and support services for the Atlantic Fleet when the Korean War compelled postponement of the Antarctic expedition. Nevertheless, the ship utilized her cold weather gear from March to December 1951 when she rendered logistic support to naval activities in England and North Africa, including an amphibious training operation in Greenland.

Until March 1955, *Arneb* cruised primarily in the warm wa-

ters of the West Indies. From January to April 1952, the transport ferried cargo between islands in the West Indies. After a yard overhaul, she participated in the lengthy, large-scale NATO Operation "Mainbrace" in the North Atlantic and Mediterranean. After her return to the east coast in February 1953, *Arneb* made six cruises to the West Indies, before beginning preparations for an extended operation at Antarctica.

As a preliminary trial before her cruise southward, *Arneb* participated in an operation in waters north of the Arctic Circle along the east coast of Baffin Island in August and September and then returned to Norfolk for final outfitting. On 14 November, *Arneb* got underway as flagship of Operation "Deep Freeze I" that would allow her to claim the distinction of crossing both the Arctic and Antarctic Circles in the course of one year. She transited the Panama Canal on 20 November, stopped at New Zealand and Franklin Island before arriving at Kainan Bay and McMurdo Sound, where she stayed from 27 December 1955 to 30 January 1956. She returned to the United States via the Indian Ocean, the Mediterranean Sea, and the Atlantic Ocean, completing her circumnavigation of the globe upon her arrival at Norfolk on 5 May 1956.

After undergoing an overhaul from May to August and refresher training at Guantanamo Bay, *Arneb* was prepared for Operation "Deep Freeze II." She departed Norfolk in November; stopped at Wellington, New Zealand; entered the ice field on 16 December; and rendezvoused with the Coast Guard icebreaker *Northwind* (WAGB-282). *Arneb* experienced no difficulty in following the icebreaker during the first day of movement through the frozen sea; but, on the 18th, a quarter-inch crack—apparently caused by contact with ice during the previous two days—appeared in her hull running some 31 inches above and below the waterline. *Arneb's* men repaired the damage, enabling the ship to make slow but steady progress toward McMurdo Sound, where the ships arrived on Christmas Eve.

Upon completion of their work there, the two ships returned to Cape Hallett, where *Arneb* moored to the ice while *Northwind* proceeded into Moubay Bay to clear an unloading site. On the last day of 1956, the ice pack into which *Arneb* was nosed began to move and soon surrounded the ship with solid ice pressing against her hull. The framing on both sides of the ship began to buckle, rivets popped, seams split, and beams ripped. Frigid water and ice began flooding into several cargo holds at a combined rate of 1200 gallons per minute. Damage control parties

worked doggedly to contain the inrush of water, but the men were only able to stay in the water for a few minutes at a time. Nevertheless, by using mattresses, steel plates, and shoring timbers, they managed to reduce the flow of water until the pumps could lower the water level.

On 3 January 1957, the ice pack had loosened; and enabled *Northwind* to lead the battered *Arneb* into port. After unloading the cargo, the crew repaired the cracks and split seams by listing the ship alternately to port and to starboard. Although having suffered a bent rudder post and a broken propeller blade, *Arneb* was able to continue the operation.

No further mishaps occurred until 30 January when *Arneb*, the icebreaker *Glacier* (AGB-4), and USNS *Greenville Victory* (T-AK-237) attempted to push through the icepack off Knox Coast. A large chunk of ice broke off and brushed *Arneb's* port side, ripping a gash 12 feet long and one-half inch wide and once again flooding the holds as well as buckling plates, popping rivets, and opening seams. The experienced damage control parties used the same techniques to patch the new wounds in her hull. The ships then got underway again, with *Glacier* towing *Arneb*. Early the next morning, they arrived at Knox Coast and once again, the damage was repaired.

Arneb left the ice fields on 17 February and steamed to Sydney, Australia, without incident. There, she went into drydock and, after minimum repairs, got underway on 28 February 1957 for the continental United States.

In spite of her troubles with ice damage, *Arneb* made five more cruises to Antarctica to resupply the research stations and to transport hundreds of scientists involved in research on the frozen continent. During "Deep Freeze 61" she even delivered the foundation of a nuclear power plant to McMurdo Sound. Following "Deep Freeze 63," *Arneb* was modified to enable her to return to normal duty with the Amphibious Force of the Atlantic Fleet. She underwent intensive training in amphibious operations through participation in major Caribbean exercises. In 1965, she transported much-needed supplies to American forces operating in the Caribbean during the crisis in the Dominican Republic.

Arneb began a routine of operations in Atlantic and Caribbean waters and practiced with Navy and Marine Corps personnel in actual landings at Onslow Beach, N.C., and Vieques Island, Puerto Rico. During one such exercise, "LANTFLEX 66," 94 Atlantic Fleet ships took part in a three-week opposed approach, landing, and departure from Vieques under the surveillance of a Soviet intelligence-gathering trawler.

Between 8 and 22 February 1967, *Arneb* was in drydock at the Bethlehem Steel Corp., in Baltimore. She then moved to the Berkeley yards of the Norfolk Shipbuilding and Drydock Corp. for the remainder of her overhaul. With the overhaul completed and following refresher training during the summer of 1967, *Arneb* resumed her standard operating schedule of local Atlantic coast operations.

Arneb deployed to the Mediterranean in January 1968 and spent five months there as part of the 6th Fleet's Amphibious Ready Force. In August 1968, the cargo ship became the first amphibious ship and the first AKA qualified for spacecraft recovery duty, and she was on station as the secondary recovery vehicle for the *Apollo 7* flight in October. On 1 January 1969, *Arneb* was reclassified LKA-56.

Arneb made three more Mediterranean cruises in 1969 and 1970 and participated in numerous Caribbean exercises before the Navy decided to end her naval service. Rather than inactivate and preserve the worn old ship, the Board of Inspection and Survey for the Atlantic Fleet recommended that *Arneb* be disposed of by sale. She was decommissioned at Norfolk on 12 August 1971, and her name was struck from the Navy list the following day. She was sold on 1 March 1973 to Andy International Inc. of Houston, Texas, and scrapped.

Arneb received four battle stars for her World War II service and a Meritorious Unit Commendation for the recovery mission for *Apollo 7*.

Arnillo

The name *Arnillo* was assigned SS-312 on 23 August 1942, but this *Balao*-class fleet submarine was renamed *Burrfish* (q.v.) on 24 September 1942, prior to the laying of her keel.

Arnold, General, see *General Arnold*.

Arnold, General H.H., see *General H.H. Arnold* (AP-139).

Arnold J. Isbell

Arnold J. Isbell—born on 22 September 1899 in Quimby, Iowa—entered the Naval Academy on 24 July 1917 and graduated on 3 June 1920 (a year ahead of schedule due to acceleration of midshipman training during World War I) with class 21A of the Class of 1921. Isbell then served successive tours of duty in *Melville* (AD-2), *Bath* (AK-4), and the fast minelayers *Ingraham* (DM-9) and *Burns* (DM-11) before beginning flight instruction at the Naval Air Station, Pensacola, Fla., on 30 June 1923. He then briefly served as an instructor there before reporting to Observation Squadron 1, based in the minelayer *Aroostook* (CM-3) which was then serving as an aircraft tender in November 1924. In March of the following year, he was transferred to the aviation unit of the battleship *Tennessee* (BB-43). Following two years of postgraduate work in ordnance back at the Naval Academy between the summers of 1926 and 1928, he received further flight instruction at Washington, D.C., under the supervision of the post graduate school, before going to sea with Torpedo Squadron 1B in aircraft carrier *Lexington* (CV-2).

Isbell then served in the Aviation Ordnance Section of the Bureau of Ordnance (BuOrd) in Washington before reporting to Newport News, Va., on 16 September 1933 to participate in the fitting out of the Navy's first aircraft carrier to be built as such from the keel up, *Ranger* (CV-4). Following a brief tour of duty in that ship, he served from 6 June 1934 to 9 June 1936 in carrier *Saratoga* (CV-3) as gunnery officer on the staff of Rear Admiral (later Vice Admiral) Henry V. Butler, Commander, Aircraft, Battle Force.

Isbell subsequently flew as executive officer of Patrol Squadron (VP) 7F based in aircraft tender *Wright* (AV-1) from 9 June 1936 to 1 June 1937 before commanding one of the five squadrons of the Aviation Training Department at NAS Pensacola, VN-4D8. While at Pensacola, he won the coveted Schiff Trophy, "emblematic of maximum safety in aircraft operation."

In the early summer of 1939, Lt. Comdr. Isbell assumed command of VP-11 (later redesignated VP-54). The German invasion of Poland on 1 September 1939 found VP-54 based at Norfolk, Va.; engaged in biennial maintenance of its dozen PBV-2 flying boats. Eight days later, a detachment of six planes departed Norfolk and arrived at Newport, R.I., their assigned base, that same day. The entire squadron resumed operations on Norfolk on 14 November 1939, relieving VP-53 on the Middle Atlantic Patrol.

During one of the flights his squadron conducted in the initial selection and survey of Army and Navy base sites in Newfoundland in the autumn of 1940—sites obtained in the "destroyers-for-bases" deal of the summer before—Isbell found himself in the path of a hurricane. In an attempt to evade the storm, Isbell skillfully maneuvered his aircraft in the murk until exceptionally strong headwinds forced him to make an emergency night landing on Prince Edward Island. Isbell took off before daybreak, despite fog and violent winds, and reached his destination without mishap. After completing his inspection over uninhabited regions and seacoast areas, Isbell returned to Newfoundland to carry out an aerial survey of Argentina, a place soon to become famous as the site of the "Atlantic Charter" conference. Isbell's expert airmanship and tenacious devotion to completing his mission resulted in his receiving the air medal.

Relieved of command of VP-54 on 15 April 1941, Isbell then served successive tours of duty in a staff capacity—first for Commander, Patrol Wing, Support Force (16 April-2 October 1941) as that command's planes escorted North Atlantic convoys; then as chief of staff and aide for Rear Admirals E. D. McWhorter and A. D. Bernhard, Commander, Patrol Wings, Atlantic Fleet (3 October 1941-11 June 1942)—before assuming command of NAS, Sitka, Alaska, on 5 June 1942. Promoted to captain during his time in the Aleutians, Isbell then served briefly in BuOrd before assuming command of the escort carrier *Card* (CVE-11) on 17 April 1943.

For the next year, *Card* ranged the essential lifeline across the Atlantic to North Africa, earning together with her escorting destroyers, a Presidential Unit Citation under the resource-

ful "Buster" Isbell, who believed firmly in the potential of the CVE, maintaining that such a ship, together with her escorts, "could most effectively whip the submarine menace—as an independent offensive group rather than as a mere tag-along protector of a single convoy." Isbell used the year he commanded *Card* wisely to vindicate his belief. As antisubmarine task group commander between 27 July and 9 November 1943, Isbell developed his escort carrier-destroyer unit into a powerful combat force, refining tactics to meet the operational demands imposed by a wily and tenacious foe and wresting the initiative from his hands. *Card* sought out the enemy undersea craft with relentless determination in a vigorous offensive and struck with a devastating coordinated action that destroyed eight U-boats between 7 August and 31 October 1943.

Detached from *Card* on 9 March 1944, Isbell—who had been awarded a Legion of Merit for his important work in *Card*—took his intimate knowledge of combatting U-boats to Washington, where he served in the 10th Fleet—a shipless "fleet" set up to research and develop tactics for antisubmarine warfare. Following this tour of shore duty—which lasted into 1945—Isbell was slated to receive command of a fast carrier. On 26 February 1945, he was ordered to the Pacific for temporary duty in *Franklin* (CV-13). On 13 March 1945, further orders directed him to relieve Capt. Thomas S. Combs as commanding officer of *Yorktown* (CV-10). However, Capt. Isbell perished when a Japanese plane scored two bomb hits that touched off a conflagration in *Franklin*—the carrier in which he was embarked as a passenger—off Kyushu on 19 March 1945.

(DD-869: dp. 2,425; l. 390'6"; b. 40'10"; dr. 18'6"; s. 34.6 k.; cpl. 345; a. 3 5", 12 40mm., 8 20mm., 2 dct., 6 dep., 10 21" tt.; cl. *Gearing*)

Arnold J. Isbell (DD-869) was laid down on 14 March 1945 at Staten Island N.Y., by the Bethlehem Steel Co.; launched on 6 August 1945; sponsored by Mrs. Arnold J. Isbell, the widow of Capt. Isbell; and commissioned on 5 January 1946, Comdr. Carlton B. Jones in command.

Following a shakedown cruise to Guantanamo Bay, Cuba, the destroyer joined the Atlantic Fleet and operated off the east coast through the end of the year. In January 1947, she was transferred to the Pacific Fleet and homeported at San Diego, Calif. In May, *Arnold J. Isbell* departed California on her first western Pacific (WestPac) cruise. She visited Tsingtao and Shanghai, China; Hong Kong; Tokyo and Yokosuka, Japan; Okinawa; and Apra Harbor, Guam, before returning to San Diego in December.

During 1948, the warship engaged in hunter/killer training and served as a training ship for Naval Reserve personnel. In February 1949, she sailed to Bremerton, Wash., for two months of upkeep. Following this work, she departed San Diego in April, bound for the Far East. The destroyer was in port at Shanghai and at Tsingtao, China, when each of these cities fell to communist forces. She evacuated the American consul and his family from Tsingtao. She returned to San Diego in December.

Arnold J. Isbell was operating out of San Diego when communist forces invaded South Korea on 27 June 1950 and promptly began preparations for an active role in the conflict. She joined Destroyer Division (DesDiv) 52 and sailed for Korean waters on 6 November. Some of her duties in the combat zone included acting in the screen of Task Force (TF) 77, visiting Taiwan as part of the 7th Fleet display of strength, and escorting the troop transports that brought the 45th Army Division to Hokkaido, Japan. In May 1951, the destroyer was reassigned to TF 95 and participated in the bombardment of enemy troop concentrations, highways, and railroads at Songjin, Chongjin, and Wonsan before returning to San Diego in August for repairs and training exercises along the west coast.

In January 1952, the ship again got underway for Korean action. Between 19 February and 10 August, she acted as a unit of TF 77, the 7th Fleet striking force. *Arnold J. Isbell* also operated with TF 95 and took part in hunter/killer operations. For a short time, she was a member of the Taiwan Strait patrol and joined *St. Paul* (CA-73) in bombarding Songjin before she returned to the United States in August. *Arnold J. Isbell* then began a three-month overhaul at Bremerton, Wash., in the Puget Sound Naval Shipyard.

The destroyer sailed on 21 July 1953 for more operations off the embattled Korean peninsula. Upon her arrival there, she

joined TF 95 for patrols along the Korean coast. A highlight of the cruise was her escorting *New Jersey* (BB-62) into Pusan harbor, where President Syngman Rhee presented the 7th Fleet with a unit citation from the Republic of Korea. *Arnold J. Isbell* also served a brief stint as a training ship for the Nationalist Chinese Navy at Kaohsiung, Taiwan. Returning to the Korean coast, she acted as a rescue and communications ship at Pusan during a major fire. In January 1954, the ship and her sister members of DesDiv 112 escorted released Nationalist Chinese prisoners of war to Keelung, Taiwan.

February found *Arnold J. Isbell* back in the United States and being overhauled by the Mare Island Naval Shipyard, Mare Island, Calif. Her next six and one-half months were devoted to yard work and refresher training. In September, *Arnold J. Isbell* returned to the Orient. She again served as a training ship for Nationalist Chinese naval forces and then steamed with the fast carrier task force in Philippine waters. The destroyer played a key role in the evacuation of the Tachen Islands in January 1955, as Nationalist forces shortened their lines of defense. She sailed from the area on 25 February for San Diego, arriving in her home port on 13 March.

Following repairs and training, *Arnold J. Isbell* sailed on 27 September for the Far East. The destroyer visited various ports in Japan and Taiwan, and served on the Taiwan Strait patrol. During this tour, she also participated in successful search and rescue operations for a downed Navy patrol plane. *Arnold J. Isbell* concluded her duties and arrived back in San Diego on 11 March 1956.

After completing repairs at Mare Island in July, *Arnold J. Isbell* resumed operations with DesDiv 112 off the coast of California. On 25 September, she sailed, via Pearl Harbor, for her eighth WestPac deployment. Heading south from Hawaii, the destroyer crossed the equator on 3 October, bound for Samoa. Upon leaving Pago Pago, her next stop was Wellington, New Zealand, en route to Manus in the Admiralty Islands. Following a brief visit to Guam, she finally reached Yokosuka, Japan. There, the ship joined TF 77 for operations in the area between Hong Kong and Japan. She stopped in the Philippines before returning, via Midway and Pearl Harbor, to San Diego where she arrived in March 1957.

The warship had a brief availability period and then took part in a fleet training exercise. She later operated with the Navy's first nuclear powered submarine, *Nautilus* (SSN-571). *Arnold J. Isbell* also visited Portland, Oreg., for that city's Rose Festival celebration. An 18-day nonstop voyage from San Diego to Brisbane, Australia, initiated the destroyer's ninth Far Eastern cruise. She made stops at the Admiralty Islands, Guam, the Philippines, Hong Kong, Taiwan, Okinawa, and Japan before returning to California in June 1958. The destroyer received an overhaul at Mare Island from June until September and then conducted refresher training and prepared for her 10th WestPac cruise.

Arnold J. Isbell got underway on 18 December for WestPac. She operated with the Taiwan Strait patrol and took part in training exercises off Guam, Taiwan, Japan, and Okinawa before returning to San Diego on 29 May 1959 for operations in the southern California area. The vessel participated in numerous fleet exercises and, from 27 June to 15 August, held a midshipman training cruise.

The ship once again sailed for the Orient on 6 February 1960 and made stops at Pearl Harbor, Yokosuka, Kaohsiung, Hong Kong, and Subic Bay. At midnight on 20 April, she received orders to steam toward a sinking merchant vessel in the South China Sea. After reaching the scene of the disaster, *Arnold J. Isbell* was able to rescue 104 people. After delivering the survivors to Subic Bay, she proceeded to Hong Kong for three weeks as station ship at that port. A final stop at Yokosuka preceded her sailing for San Diego, where she arrived in June. The destroyer spent the next 12 months in local operations. In June 1961, her home port was changed to Bremerton, Wash. Later that month, she entered the Puget Sound Naval Shipyard for a fleet rehabilitation and modernization overhaul.

Arnold J. Isbell emerged from the yard with her new configuration on 4 May 1962. On 7 June, she reported to her new home port of Long Beach, Calif., and commenced refresher training. In October, the ship sailed with Destroyer Squadron 11 for the Far East. During this deployment, she took part in operations "Red Wheel," "Glass Door," and "Sea Serpent." The destroyer also served as a unit of the 7th Fleet hunter/killer

groups. Upon returning to Long Beach in June 1963, she participated in another fleet exercise, Operation "Saddle Soap."

In January 1964, the warship left Long Beach for her 12th tour in Oriental waters. During this deployment, she operated with a carrier force and later joined the Taiwan Strait patrol. *Arnold J. Isbell* visited Pearl Harbor; Subic Bay, Philippines; Hong Kong; and Sasebo, Japan, before returning to Long Beach in May. She began a regular overhaul at the Long Beach Naval Shipyard in August. Upon completing her yard work in November, the destroyer proceeded to San Diego for six weeks of extensive underway training.

Shortly after finishing her underway training, the ship took part in Operation "Silverlance." In March 1965, she received a drone antisubmarine helicopter (DASH) system and held trials of her new equipment off San Clemente Island. A midshipman training cruise occupied a large part of her summer. The destroyer sailed on 19 October for the Western Pacific. Following stops at Pearl Harbor and Subic Bay, *Arnold J. Isbell* relieved *Brinkley Bass* (DD-887) on 30 December on the northern search and rescue (SAR) station in the Gulf of Tonkin and began her first duty in the combat zone off the coast of Vietnam. The warship then became a unit of TF 77.

Search and rescue duties occupied the vessel until she was relieved on 31 March 1966 and sailed to Hong Kong for four days of rest and relaxation. On 12 April, she got underway to return to the United States. After fuel stops at Midway and Pearl Harbor, *Arnold J. Isbell* reached Long Beach on the 28th and commenced a leave and upkeep period. She returned to sea on 11 June with a midshipman training cruise to Hawaii and several fleet exercises. The destroyer unloaded her ammunition at Seal Beach, Calif., on 29 July and entered the Mare Island Naval Shipyard on the 31st for overhaul. Refurbished, the ship began a training period on 16 September and spent the remainder of the year in exercises along the southern California coast and in upkeep during the Christmas holidays.

Arnold J. Isbell held refresher training out of San Diego in March 1968 and then conducted local operations until getting underway for the western Pacific on 15 July. She arrived on station off the Vietnamese coast on 12 August and carried out duties as a gunfire support ship. Her routine was broken only by brief periods in port for repairs and liberty for the crew. The destroyer spent the Christmas holidays patrolling off Vietnam and then visited Subic Bay, and Yokosuka.

On 20 January, *Arnold J. Isbell* headed home. Upon her arrival at Long Beach on 31 January, she commenced a three-month period of leave and availability. She got underway again on 21 April for brief cruise to Acapulco and Manzanillo, Mexico, but was back in home port on 5 May. The vessel joined Task Group 10.1 on 9 June for a midshipman training cruise. Ports visited during this assignment included San Francisco, Seattle, and Pearl Harbor. This cruise terminated on 31 July, and she returned to Long Beach. A tender availability alongside *Isle Royal* (AD-29) ensued, and the destroyer then took part in Exercise "Bell Express" from 16 to 22 September. Her next underway period lasted from 17 to 21 November while she took part in Computex 31-69. She was also involved in gunfire support, antisubmarine warfare, and electronic warfare exercises before ending the year 1969 in port at Long Beach.

The destroyer sailed on 13 February 1970 for the Far East. While in the combat zone, she performed SAR duty on Yankee Station in the Gulf of Tonkin, provided gunfire support, and served as escort for five aircraft carriers. She made four port calls to Subic Bay, visited Hong Kong for two weeks, and spent four days in Singapore. En route back to the United States, the ship paid goodwill visits to Sydney, Australia, and Auckland, New Zealand. A one-day stopover at Pago Pago was also included in the voyage to Pearl Harbor. *Arnold J. Isbell* finally arrived in home port on 29 August and spent the rest of 1970 in local operations out of Long Beach.

From February to May 1971, *Arnold J. Isbell* went through an extensive yard period in the Long Beach Naval Shipyard. Six weeks of rigorous refresher training followed; and, on 9 September, she began what proved to be her final WestPac deployment. During this deployment, the vessel acted as a carrier escort and a naval gunfire support ship in Vietnamese waters. The destroyer also paid a visit to Devonport, Tasmania. On 7 April 1972, she dropped anchor at San Diego.

Then preparations to place the destroyer in the reserve training fleet were carried out. *Arnold J. Isbell* began her training

duties on 16 June by sailing for Hawaii. She returned to California on 17 July and began operations off the west coast. A trip to Mazatlan, Mexico, varied her routine in early November.

Arnold J. Isbell remained in her role as a reserve training ship until 1 February 1974, when she was decommissioned and struck from the Navy list. The destroyer was then transferred to the government of Greece and entered the Greek Navy as *Sachtouris* (No. 214). She continued serving Greece into the 1980's.

Arnold J. Isbell earned six battle stars for Korean service and two for Vietnamese action.

Aroostook

A river which rises in Piscataquis County, Maine, and meanders in a generally northeasterly direction through much of the northern tip of the state before entering the Canadian province of New Brunswick and joining the Saint John River. Aroostook is an Algonquian word meaning a bountiful and unobstructed river.

I

(ScGbt: t. 507'; l. 158'; b. 28'; dph. 12'; dr. 10'6"; s. 11 k.; cpl. 94; a. 1 11" D. sb., 2 24-pdr. sb., 1 20-pdr. P. r.; cl. *Unadilla*)

The first *Aroostook*—a wooden-hulled, steam-propelled, screw gunboat—was laid down by Nathaniel Lord Thompson sometime soon after 6 July 1861, at Kennebunk, Maine; launched on or around 19 October 1861; and commissioned at the Boston Navy Yard on 20 February 1862, Lt. John C. Beaumont in command.

On 1 March 1862, toward the end of the gunboat's fitting out process, word reached the yard that, during a fierce storm, *Vermont* had lost her rudder, her bower anchors, all of her rigging, and four of her boats and was drifting helplessly amid raging seas some 95 miles south-southeast of Cape Cod Light. Capt. William L. Hudson, the commandant of the yard, ordered Beaumont to proceed in *Aroostook* to the vicinity where the disabled ship of the line had last been seen and, upon finding *Vermont*, to stand by her until other aid arrived. After getting underway on 2 March, *Aroostook* located the distressed vessel on the 7th and then lay to, shielding *Vermont* from the wind. During the ensuing week, *Aroostook* lost her smokestack and suffered other damage. On the 15th, after the steamer *Saxon* arrived on the scene and relieved her, *Aroostook* headed for the Delaware capes.

The gunboat entered the Philadelphia Navy Yard on the 23d and, following repair of her storm damage and the installation of a new smoke stack, she headed for the Virginia capes on the last day of March and entered Hampton Roads on 2 April.

The preceding month had been the most dramatic in the history of that busy anchorage. CSS *Virginia*—the scuttled and burnt screw frigate *Merrimack*, raised and rebuilt as a Southern ironclad ram—had made her deadly foray into that roadstead and destroyed the frigate *Congress* and *Cumberland*, originally a frigate but cut down to a razeed sloop of war. The next day, the novel and plucky Union ironclad *Monitor* had challenged and checked *Virginia* when the dreaded Confederate warship reentered Hampton Roads to finish off the remaining Union blockading squadron.

Their fierce fight to a draw on the historic afternoon of 9 March began some two months of an uneasy naval stalemate in Hampton Roads while Union Army transports brought the troops of General McClellan's Army of the Potomac to the area to launch a drive toward Richmond up the peninsula formed by the York and James Rivers. Strict Confederate secrecy covered *Virginia* during the weeks following the epic, but inconclusive, battle. The Southern ironclad had reentered the Norfolk Navy Yard to get a new ram to replace that which had broken off in *Cumberland's* hull as *Virginia* backed free of her first victim. She also received new armor plates to replace those cracked in battle as well as an armored belt just below her vulnerable casemate eves.

Meanwhile, the Union Navy withdrew its sailing warships and some of its deep-draft steamers from Hampton Roads and replaced them with light-draft steam gunboats which were able to maneuver freely in the trick shoal waters inside the Virginia capes. *Aroostook* was one of these gunboats, and, after entering Hampton Roads, remained constantly ready for action. During



Aroostook in Chinese waters, circa 1868. Note the extensive use of awnings and side curtains, and "bumboats" alongside, aft. (NH 57274)

this period, the leaders of the Union Navy showed great imagination in devising innovative tactics for combating the ironclad. Lt. Beaumont decided that he might bring *Virginia* to bay by ensnaring her propeller in a long heavy net and seine that *Aroostook's* crew had made of "rattling" stuff. Such a procedure, he reasoned, would "... neutralize her motive power." When his fellow commanding officers had learned of Beaumont's plan, they seemed to fear *Aroostook* even more than they dreaded *Virginia* lest the gunboat's now notorious net might foul their own screws. For instance, Comdr. James P. McKinstry, the captain of the screw steamer *Dacotah*, would constantly warn his officers, "Keep out of Beaumont's way. Don't let Beaumont get near you. Keep your eye on the *Aroostook*."

Virginia rounded Sewell's Point on 11 April; but, since strategic considerations prevented her from challenging *Monitor* or the other nearby Union warships, *Aroostook's* dreaded net never entered the water. Nevertheless, forces were then at work which would enable the Union gunboat to play a highly significant role in one of the more dramatic scenes of the Civil War.

On 24 April, the new and lightly armored gunboat *Galena* joined the Union flotilla serving in Hampton Roads. Her captain, Comdr. John Rodgers, was one of the Navy's most imaginative strategists and most skillful tacticians; and he immediately began studying the situation facing Union forces in the area.

When President Lincoln arrived there about a fortnight later, Rodgers visited him and suggested that "... there was a great opening for a Naval movement up James River ...". Prompt action was necessary since *Virginia* was then at Norfolk undergoing yard work but was expected to emerge the following afternoon. Should she reach the mouth of the James before the Union task force began its ascent, the Confederate ironclad could bring the whole plan to naught. After conferring with Flag Officer Goldsborough, the commander of the North Atlantic Blockading Squadron, Lincoln approved the plan, and Rodgers received command of the little task force—consisting of *Galena*, *Aroostook*, and *Port Royal*—which got underway shortly after dawn on 8 May. By mid-morning, they were taken under fire by a Confederate battery at Rock Wharf which their counter fire silenced. A second group of Southern guns at Mother Tyne's Bluff offered more resistance, forcing *Galena* to pass and re-pass that point seven times before Rodgers had *Galena* lie still abreast the battery which her own cannon engaged while her unarmored consorts slipped by unscathed.

Soon thereafter, another danger became apparent. The channel marks had been moved causing *Galena* to run aground off

Hog Island. *Aroostook* and *Port Royal* labored incessantly for 36 hours before they managed to refloat their stranded flagship which then led them farther upstream.

The Confederate gunboats *Patrick Henry* and *Yorktown*—which had been in sight during the action at Mother Tyne's Bluff—had retired upstream ahead of the northern flotilla where Rodgers believed they had joined three other Southern warships. Feeling that he was badly outmatched, Rodgers dropped down to Jamestown Island and sent a messenger to Goldsborough asking for reinforcements. This appeal reached the flag officer at a most propitious moment, for the South had just evacuated Norfolk and, since *Virginia* had lost her base, had destroyed the dreaded ironclad ram—lest she fall into Union hands—Goldsborough for the first time, was able to deploy elsewhere the forces he had held in Hampton Roads to check the rebuilt *Merrimack*. He promptly ordered *Monitor* and *Naugatuck* to ascend the James to reinforce Rodgers. The two ships joined Rodgers off Jamestown Island on the 12th, and the combined force moved up to City Point the next day. As they continued on upriver on the 14th, *Galena* ran aground as the tide was falling, and *Aroostook* and her consorts labored four hours before they refloated the flotilla flagship.

Only one obstacle stood between the Union warships and Richmond, the Confederate capital which they hoped to capture, just as a Federal force commanded by Flag Officer Farragut had taken New Orleans a few weeks before. This was a battery on Drewry's Bluff above a bend in the river some eight miles below the threatened city.

Before dawn on the 15th, Rodgers ships weighed anchor to resume their ascent of the James and came "... under a sharp fire of musketry from both banks, to which ... [they] replied occasionally with howitzers and small arms." At 7:35 A.M., they sighted puffs of smoke blossom on Drewry's Bluff as the Southern batteries opened fire. Shortly thereafter, lookouts spotted obstructions in the channel that would soon halt their progress. *Galena* anchored some 600 yards from the Confederate cannon, and *Monitor* stopped immediately below the flagship. At 8:00 A.M., *Aroostook*, *Port Royal*, and *Naugatuck* moored about 400 yards farther downstream, and *Aroostook* began firing with her 11-inch Dahlgren. She kept up the bombardment until the cliffside gunners found her range at 9:45. The gunboat then dropped 100 yards farther downstream and resumed her shelling. By 11:00, *Galena* and *Monitor* had almost emptied their magazines, prompting Rodgers to break off the action and then to retire downstream. *Aroostook*—which had "... received a shot at the

waterline under the after part of the starboard forechains . . ." and another " . . . through the starboard bow one foot above the sheet hawse hole"—suffered no personnel casualties during the engagement.

For the next few months, the gunboat continued to operate in the James, occasionally dropping as far downstream as Fort Monroe, but never venturing far enough upriver to come within range of the guns at Drewry's Bluff. During this period, she carried messages, munitions, and supplies and gathered intelligence of Confederate activity for the use of both McClellan and Goldsborough. Occasionally, she came under small arms attack from the riverbanks; and silenced her assailants by well-directed gunfire. On 9 June, the ship proceeded to Jamestown Island where she landed a party which destroyed the guns, ammunition, gun carriages and buildings of the abandoned Confederate batteries. Four days later, she performed similar service by wrecking the former Southern works at the mouth of Archershape Creek and reconnoitered the then abandoned riverside artillery positions at Harden's Bluff and Day's Point.

Meanwhile, after inching its way up the peninsula, the Union army was just outside Richmond, preparing to lay siege to the Confederate capital. In mid-June, McClellan, alarmed about his vulnerable dangling right flank and the line of communications to his base at the White House, ordered a reconnaissance probe toward the James to determine the feasibility of establishing a base on the north bank of that river where his army would enjoy the support of Union warships. On the 18th, after receiving favorable reports, McClellan ordered transports and supply ships from the York River to Harrison's Landing on the north bank of the James.

The wisdom of this measure became apparent during the Seven Days Campaign late in the month. In a series of bloody battles which began on 25 June, Lee drove McClellan's troops across the peninsula to this new base on the James where *Aroostook* joined other Union warships in protecting the beleaguered Federal ground forces. She continued to carry out this duty through the ensuing weeks—first while McClellan was hoping to resume the offensive and thereafter while he was withdrawing his troops from the peninsula to resume operations in northern Virginia.

During this period, Beaumont became ill and was relieved in command of *Aroostook* by Lt. Samuel Rhodes Franklin. About this time, the ship chanced upon a group of runaway slaves and offered them refuge on board. When Franklin asked one if he and his companions had not been afraid of being shot for attempting to escape, he confidently replied "No, saah, when we seed de *Old Rooster* coming along, we knowed we was all right." Thereafter, her crew affectionately called their ship the "Old Rooster."

When the last of McClellan's troops had embarked in transports which would take them to Aquia, Va., to reinforce Gen. Pope's army in defense of Washington, Welles wired Commodore Charles Wilkes, the commander of the James River Flotilla, disbanding that organization and ordering him to proceed—with *Aroostook*, four other warships, and six mortar boats—to Washington to take command of the Potomac Flotilla. *Aroostook* reached the Washington Navy Yard on 1 September and spent the remainder of that month operating on the Potomac, bolstering the defensive forces of the National Capital which was then threatened by General Lee's troops who had recently defeated Pope's army and crossed the Potomac into Maryland.

The Army of the Potomac fought Confederate invaders at Sharpsburg, Md., on the 17th and stalled their advance in the most bloody single-day battle of the war. This battle prompted Lee to retire below the Potomac. The Southern withdrawal relieved much of the pressure on Washington and freed some of the Union warships in the Potomac for duty elsewhere.

Reassigned to the West Gulf Blockading Squadron, *Aroostook* departed Washington on 2 October and proceeded via Fort Monroe to her new station. She reached the Pensacola Navy Yard on the 16th and, after six days of voyage repairs, joined the blockading forces off Mobile Bay, Ala. Guarding this port was her primary duty for almost a year. Her first notable action of this assignment came during a fierce gale on the night of 15 December 1862 when she sighted a vessel " . . . passing to sea from the northward." She signaled her sister blockaders and gave chase. She lost sight of the stranger; but, early the following morning, saw a schooner grounded in shoals east of Sand Island. Soon thereafter, the stranded vessel began issuing smoke and then became " . . . enveloped in flames." The fire raged throughout the day

and into the following night, and floating burned cotton indicated that the vessel had been an outward-bound blockade runner.

On 5 March 1863, a lookout in the "*Old Rooster*" made out " . . . a sail close to the beach trying to run into Mobile Bay," and the Northern gunboat immediately raced off in pursuit. This stranger then ran ashore, and her crew escaped in a boat. *Aroostook*—joined by the screw steamer *Pocahontas*—shelled the vessel, the 40- to 50-ton sloop *Josephine*, until she " . . . was a complete wreck." The following night, the same two blockaders, chased and fired upon another small sailing vessel; but "an ugly sea," darkness, and shoal water enabled this runner to reach safety inside Mobile Bay.

On the evening of 9 May, *Aroostook* took *Sea Lion* as that schooner was trying to slip out of Mobile Bay with 272 bales of cotton which she hoped to deliver to Havana. Nine days later, she was one of the warships which by her nearby position supported the gunboat *Kanawha* in the capture of the cotton laden schooner *Hunter*.

About an hour after midnight on 17 July, *Aroostook* and *Kennebec* both observed a steamer attempting to slip out of Mobile, informed their sister blockaders of the fact, and headed for the blockade runner. In response to their signals, the steam sloop *Ossipee* also gave chase; soon passed her informants; and, shortly after dawn, brought the fleeing ship to with a few well directed rounds. The prize proved to be the cotton-laden steamer *James Battle* which had jettisoned some 50 of her more than 600 bales of cotton. Following in her wake, *Aroostook* picked up about 40 bales of the floating cargo.

Late in her tour of duty off Mobile Bay, she twice engaged shore batteries: on 19 April and on 23 June. Lt. Comdr. Chester Hatfield was detached from the steam sloop *Brooklyn* and relieved Franklin in command of *Aroostook* on 28 July.

Yellow fever broke out in the gunboat late in the summer. Hence, on 13 September, the gunboat departed her station off Mobile Bay and proceeded, via Pensacola, to Quarantine in the lower Mississippi where she arrived on the 17th. When the crew had been restored to good health, the ship move upriver to New Orleans on the 26th for badly needed repairs.

Ready for sea again in mid-November, the ship started down river on the 17th and headed for the coast of Texas. On the 22d, while en route to Galveston, she captured the schooner *Eureka* which had slipped out of the Brazos River laden with cotton for delivery to Havana. During her service in Texas waters which—but for occasional voyages back to New Orleans for repairs—lasted through the end of the Civil War, *Aroostook* also took the schooner *Cosmopolite* on 23 January 1864, the schooner *Mary P. Burton* on 3 March, and the schooner *Marion* on 12 March. On 8 July, after *Kanawha* had forced the blockade runner *Matagorda* aground near Galveston, *Aroostook* and *Penguin* joined that Union gunboat in shelling the stranded steamer to destruction. From time to time during this period, *Aroostook* engaged Confederate shore batteries, and occasionally picked up large quantities of floating cotton which had been jettisoned by fleeing blockade runners.

A few months after hostilities ended, *Aroostook* departed New Orleans on 7 September 1865 and reached the Philadelphia Navy Yard on the 19th. She was decommissioned there on 25 September and laid up.

Meanwhile, about a month before, Acting Rear Admiral Henry H. Bell in *Hartford* had sailed for the Far East to reestablish the East India Squadron which had been inactive since its warships had returned to the east coast of the United States to join in the fighting at home. Upon reaching Oriental waters, Bell recognized piracy as one of the most serious problems facing western navies in the Far East and requested reinforcement by light-draft gunboats that could pursue Asiatic freebooters who sought refuge in shallow coastal waters where deep-draft warships could not follow.

Recommissioned on 21 December 1866, Comdr. Lester A. Beardslee in command, *Aroostook* proceeded to the Far East via the Atlantic-Cape of Good Hope-Indian Ocean route, arrived at Hong Kong late in August 1867; and joined Bell's force which had recently been renamed the Asiatic Squadron. A short time later, she sailed for Japan with most of Bell's flotilla to take part in a mass demonstration of Western and Japanese warships off the southern coast of Honshu on 1 January 1868 when the ports of Kobe and Osaka were to be opened to foreign trade.

Bell had recently received orders to return home in *Hartford*. While he was being rowed ashore to pay a farewell visit to the

American resident minister to Japan at Osaka on the morning of 11 January, his barge was upset by "... three heavy rollers ..." and all on board plunged into the icy surf. *Aroostook*, *Hartford*, and two other warships launched boats to rescue the struggling sailors. Her boat, ignoring the great danger, managed to pick up one floundering seaman and *Hartford's* saved two more. Admiral Bell, Lt. Comdr. John H. Reed, and 10 enlisted men drowned.

Aroostook soon returned to Hong Kong and turned her attention to operations against pirates along the coast of China. She also occasionally served as a dispatch vessel carrying American diplomats between ports of the Far East.

In the spring of 1869, the gunboat returned to Japanese waters to protect American citizens endangered by fighting during the Japanese civil war. She continued to perform this duty until after the shogun's forces capitulated late in June.

However, *Aroostook*—which had been hastily constructed of inadequately seasoned timber—had aged prematurely and, because of her badly rotted hull, was unable to return home safely. As a result, she was condemned by a board of inspection and survey, decommissioned at Hong Kong on 18 September 1869, and sold sometime in October 1869.

However, she performed one more service for the United States Navy. After word reached Yokohama that the British P&O steamer *City of Bombay* had struck *Oneida* on the evening of 24 January 1870, sinking that American screw sloop of war, the senior United States naval officer in port chartered the former USS *Aroostook* to search for any survivors of the accident. Manned in part by volunteers from the Russian man-of-war *Vsadnik*, the former American gunboat steamed waters in the general vicinity of the collision for over a month seeking traces of the *Oneida's* crew. No records of *Aroostook's* subsequent career have survived.

II

(Str: dp. 3,800; l. 395'0"; b. 52'2"; dr. 16' (mean); s. 20.0 k.; cpl. 313; a. 1 5", 2 3", 2 .30-cal. Colt mg.; cl. *Aroostook*)

The second *Aroostook* was originally constructed as the passenger steamship *Bunker Hill* by the William Cramp and Sons shipyard in Philadelphia. She was launched on 26 March 1907 and sponsored by Miss Rose Elizabeth Fitzgerald, daughter of the Mayor of Boston. *Bunker Hill* was inspected by the Navy on 2 November 1917 for possible use as a passenger and freight-

carrying steamship. Acquired by the Navy from the Eastern Steamship Lines, of Boston, on 12 November 1917, *Bunker Hill* was renamed *Aroostook* in General Order No. 343 of 15 November 1917, and given the identification number (Id. No.) 1256. *Aroostook* was commissioned at the Boston Navy Yard on 7 December 1917, Comdr. James H. Tomb in command.

As the ship's crew was organized and assembled, the conversion of the ship to a "mine planter" proceeded apace. Upon removal of the former cruise ship's wooden superstructure, the crew—organized by Comdr. Tomb into industrial "gangs" of riveters, caulkers, shipfitters, and carpenters—was scattered to available spaces in yard shops, and subsisted on other ships; all work on the ship being performed in spite of a severe winter. Ultimately, her crew was shifted to a hospital barge nearby, where they lived until accommodations could be found on board. The ship's officers, in the meantime, established themselves in the superstructure that had been removed from the ship.

Aroostook conducted a brief shakedown in Massachusetts Bay from 6 to 10 June, arriving in Boston harbor on 10 June 1918 to load mines. Shifting to the waters off Cape Cod on the following day, she sailed for Scotland on 12 June, in company with *Shawmut*, the mine planter *Saranac* (Id.No. 1702), and the tender *Black Hawk* (Id.No. 2140).

Prior to these ships' sailing, concern had arisen over the fuel capacities of *Aroostook* and *Shawmut*, since their abbreviated trial runs off Provincetown had disclosed that they consumed fuel at a higher rate than had been anticipated. Faced with an indefinite delay, Capt. Wat T. Cluverius and Comdr. Roscoe Bulmer devised a plan to refuel the ships at sea from *Black Hawk*. They procured enough oil hose to do so, and the ships all sailed accordingly.

Both fuelings at sea—the first considered a "novel undertaking" and done in spite of a gale—were successfully carried out, and the ships made arrival without further incident. *Aroostook* reached her destination, Cromarty Firth, on 28 June. She proceeded to the mine fields in the North Sea, arriving there to take up her duties as a mine planter, on 16 July, attached to Mine Squadron 1. By 30 September 1918, during her three months in European waters, *Aroostook* had planted 2,510 mines, steaming 4,066 miles during her mining "excursions" into the North Sea.

The armistice that stilled the guns on the Western Front meant a cessation of mining operations. Her task done, *Aroostook* sailed from Portland, England, on 14 December 1918,



Aroostook (CM-3), underway at sea in the late 1920's, with a Martin SC torpedo plane on her after deck. Note the 3-inch gun at the bow, and paravanes atop the deckhouse, amidships, between her stacks. (NH 94166)

for the United States, in company with *Shawmut*, and arrived at Hampton Roads two days after Christmas. The following day, she discharged her mine cargo to barges in the York River. *Aroostook* remained in the Hampton Roads area into 1919, transferring mines and taking experimental mines from the mine planter *Baltimore* to the Mine Depot at Yorktown, Va.

Aroostook put into the Norfolk Navy Yard on 1 April 1919 for alterations to fit her out for to serve as the base ship for the NC flying boats earmarked to attempt a transatlantic flight. She received tanks for 5,000 gallons of gasoline, cradles to handle two small Curtiss MF flying boats, and modifications to her berthing and messing spaces to enable her to accommodate the men needed to service seaplanes. Underway for New York on 9 April, *Aroostook* arrived in the North River on the morning of the 10th, to take on board additional "aeroplane stores" and supplies for the upcoming flight. She sailed for Trepassey Bay, Newfoundland, on the morning of 27 April 1919.

After anchoring briefly off Miquelon, *Aroostook* put into Trepassey Bay on 2 May, joined soon thereafter by other ships assigned to support the NC flight. *Aroostook* completed the task of anchoring seaplane moorings on 3 May, and, on 5 and 6 May, tried to assist the tanker *Hisko* (Id. No. 1953)—which had arrived on 3 May—off the beach where she had drifted aground.

Aroostook commenced tending the NC boats on 10 May, with the arrival of NC-1 and NC-3. NC-4 arrived on the afternoon of the 15th, and moored astern of the ship, the last of the NC Division to make port before the commencement of the flight. Late the following afternoon, 16 May, the crews of the big flying boats mustered aft on board *Aroostook*, where the flight commander, Comdr. John H. Towers, thanked Capt. Tomb for his ship's hospitality. Tomb good-naturely bet Towers that his ship would reach Plymouth, England, before the flying boats arrived.

Soon thereafter, the crews manned the three big flying boats and started their engines. NC-4, commanded by Lt. Comdr. Albert C. Read, cast off from *Aroostook*'s stern and took off a little over an hour later, following Towers' NC-3 and preceding Lt. Comdr. P. N. L. Bellinger's NC-1.

After fueling from *Hisko*, *Aroostook* recovered the seaplane moorings she had lain almost two weeks before and stood out of Trepassey harbor on the morning of 17 May, bound for Plymouth. She arrived on the 23d, to await the arrival of the flying boats. Ultimately, only NC-4 completed the flight—NC-1 and NC-3 were both forced down at sea and their crews rescued by passing ships—coming into sight of *Aroostook*'s lookouts at 1420 on 31 May. The flying boat touched down eight minutes later, and her crew embarked on board *Aroostook* "for quarters and subsistence" at 1500.

After disassembling NC-4, *Aroostook* took the engines, hull, and wings on board on separate days, completing the process by 17 June. The following day, the ship sailed for the Azores, reaching Ponta Delgada on 23 June. She then continued her voyage to the United States, reaching New York on 2 July 1919. After fueling, taking on water and provisions, and undergoing voyage repairs at Brooklyn, the ship proceeded to Newport, R.I., on 15 July, and remained there, awaiting orders, until the 23d.

Aroostook stood out of Newport harbor on 23 July, and steamed to Hampton Roads, arriving the following day. She then transported a draft of men to Portsmouth, Va., on 31 July, and took on supplies before shifting to Portsmouth to load mines and more supplies, completing the loading by 7 August. After a period of recreation and liberty for her crew, *Aroostook* sailed for Colon, Panama Canal Zone, on 12 August. She reached her destination on 18 August and transited the Panama Canal the following day.

Subsequently taking on fuel off Salina Cruz, Mexico, on the 26th, she reached San Diego on 1 September. On 10 September, she proceeded to the Mare Island Navy Yard, arriving the next day to unload the mines brought from Hampton Roads. She returned to San Diego on 22 September to launch aviation barges, and from 24 September through the second week of December, 1919, remained at San Diego, awaiting orders and undergoing machinery overhaul.

Departing San Diego on 13 December, *Aroostook* steamed to Mare Island, arriving the following day, and there embarked a draft of men for transportation to San Diego. Underway on the 17th, she arrived back at San Diego on the 18th.

Aroostook had been one of two ships in the Mine Detachment (the other being *Baltimore*) that had accompanied the fleet to the Pacific during 1919-1920; immediately upon arrival in the

Pacific, however, *Aroostook* had been assigned to temporary duty as flagship for the Air Detachment, Pacific Fleet.

From 18 December 1919 to 16 February 1920, *Aroostook* operated out of San Diego, and over the next few months tended aviation units at San Diego, Santa Barbara, and San Pedro until 14 June, when she proceeded to San Diego for a machinery overhaul, and thence to the Mare Island Navy Yard. At the start of that period of availability, the ship received the alphanumeric hull designation CM-3.

Assigned to the Pacific Fleet as an aircraft tender, *Aroostook*—under the command of Capt. Henry C. Mustin, one of naval aviation's pioneers—sailed for Sausalito, Calif., on 14 August 1920, and thence to San Diego, arriving on the 19th. The ship tended seaplanes and participated in tactical exercises with the fleet in the waters off the coast of southern California into the autumn of 1920, after which time she shifted down to Balboa, Canal Zone, for further duty in the same vein. *Aroostook* then proceeded up to Magdalena Bay, Mexico, continuing her support operations there with the fleet's aircraft squadrons from 31 December 1920 to 8 March 1921, after which time she returned to her base at San Diego.

Dropping down to Guadalupe Island, Mexico, *Aroostook* tended planes there until returning to San Diego on 30 May. She operated locally in the waters off the coast of southern California through the June 1922, a period of active operations punctuated by upkeep and repairs at San Diego. She operated locally at the Naval Air Station (NAS), San Diego, for the remainder of 1922 and into 1923. Following a period of repairs at Mare Island, *Aroostook* sailed for San Diego on 28 November 1923.

Aroostook sailed for Panama soon thereafter, in company with *Jason* (AV-2), and supported aviation operations in the fleet's annual winter maneuvers. After local operations from San Diego later that year, she returned to Panamanian waters, this time to Coco Solo, on the Atlantic side of the canal, to assemble and operate aircraft and participate in the winter fleet exercises. Also during 1924, the ship tended Scouting Squadron (VS) 2 at Sand Point, Wash., during an advanced base exercise, that summer, and underwent repairs and alterations at the Mare Island Navy Yard into November.

On 27 April 1925, *Aroostook* arrived in Hawaiian waters, and operated with the fleet out of Pearl Harbor on exercises through the summer, at Lahaina Roads and at Nawiliwili, Kauai. Chosen as one of the plane guard ships for the west coast-to-Hawaii flight of the Navy PN-9 flying boats (PN-9 No. 1 commanded by Comdr. John Rodgers and PN-9 No. 3, commanded by Lt. A. P. Snody), *Aroostook* sailed for station "vice" on the morning of 29 August 1925. She reached her station late on the afternoon of the 30th.

Earlier that same day, Rodgers and Snody had taken off for Hawaii from San Pablo Bay, Calif. Less than five hours later, however, an oil leak forced Snody's PN-9 No. 3 down. All was not well on board Rodgers' plane, either, as he discovered that gasoline consumption on board PN-9 No. 1 was six gallons per hour higher than had been indicated in test flights. Before the plane had flown 1,200 miles, Rodgers decided that he would have to land alongside one of the plane guards and refuel. He figured he had enough gasoline to reach *Aroostook* at station "vice."

Rodgers' dead reckoning navigation showed him to be a few miles north of his projected track, but radio compass bearings from *Aroostook* (erroneous, as it turned out) indicated that he was flying to the south of that ship. Assuming that the tender was not on her proper station, he turned PN-9 No. 1 to the north to look for her. The presence of rain squalls in the area increased Rodgers' uncertainty, the plane's gasoline ran out, and the flying boat made a forced landing at 1615 on 1 September, 25 hours and 23 minutes after having taken off from San Pablo Bay.

The flying boat's disappearance triggered an intensive search, led by Comdr. W. R. Van Auken, *Aroostook*'s commanding officer. *Langley* (CV-1) also took part, her planes conducting daily searches in the adjoining waters, while submarines and patrol planes flying from the Hawaiian Islands joined in the effort to find PN-9 No. 1.

Sweeping the sky with her searchlight at night and stationing extra lookouts at all hours, *Aroostook* looked for the missing fliers until 7 September, when she briefly put into Pearl Harbor to take on fuel and water. She stood out the same day to resume the search, and joined *Langley* and the destroyers *Reno* (DD-303) and *Farragut* (DD-300). Eventually, however, the submarine *R-4* (SS-81) encountered Rodgers and his intrepid crew sailing PN-9

No. 1 ten miles from the island of Kauai at 1600 on 10 September—some 450 miles from where the flying boat had gone down when its fuel gave out—and rescued them.

Aroostook soon returned to the west coast, transporting men and materiel for VS-2. Following local operations out of NAS, San Diego, the ship underwent further overhaul work at Mare Island from 24 November 1925. She sailed for Panamanian waters the following March for Battle Fleet maneuvers. Returning to San Diego on 24 April 1926, she served as acting tender for *Langley* during Fleet Exercise No. 2 that June. Operating at San Diego for the remainder of the year, she rounded out the year tending the floatplanes of Torpedo Squadron (VT) 2. The following year, 1927, *Aroostook* operated between San Diego and Panama, conducting maneuvers with the fleet and, upon occasion, operating again as plane guard for *Langley*. On Navy Day 1927 (27 October), she visited San Francisco.

After conducting tactical exercises with the fleet in November and December 1927, *Aroostook* sailed for Hawaii the following spring. During this period, she again plane-guarded for *Langley*. Returning to San Pedro on 23 June, and thence to San Diego on the same day, the ship remained at San Diego thru mid-September, at which time she entered Mare Island Navy Yard for overhaul. Upon completion of that period of repairs and alterations, she sailed for Panama, arriving in those waters on 27 January 1929. She served as plane-guard there for the aircraft carrier *Saratoga* (CV-3) and participated in fleet problems with the Battle Fleet in Panama Bay. She returned to San Diego on 22 March 1929.

After accompanying the fleet to Guantanamo Bay in March of 1930, she proceeded to Hampton Roads and then visited Washington, D.C. before returning to Hampton Roads with a congressional party embarked. While in those waters, she served as plane guard for *Lexington* (CV-2). Returning to Washington on 23 May, she sailed two days later for the Southern Drill Grounds, ultimately returning to San Diego on 13 June 1930 in company with Battleship Division 3, and duty as plane guard for *Langley*. Later that year, she tended planes involved in the bombing of target ships ex-*Sloat* (DD-316) and ex-*Marcus* (DD-321) and inspected targets. On 2 December 1930, *Aroostook*, with one utility and two patrol squadrons, reported for duty with Commander, Base Force, providing that command with its first aviation organization. She rounded out the year tending planes from Patrol Squadron (VP) 7B, participating in a scouting problem.

Decommissioned at the Puget Sound Navy Yard, on 10 March 1931, *Aroostook* remained inactive for the next ten years. The Navy considered reactivating the ship for service as a cargo vessel taking the step of reclassifying her as AK-44 on 20 May 1941, but found her unsuited for this task. Her name was struck from the Naval Vessel Register on 5 February 1943, and she was transferred to the War Shipping Administration.

Taken to the Maritime Commission's lay-up area in Suisun Bay, Calif., the ship, apparently listed under her former name, *Bunker Hill*, was acquired by the Seven Seas Trading and Shipping Co., of Beverly Hills, Calif., in 1947. The new owners christened her as *Lux* and converted the hull to a floating casino to be anchored outside the three-mile limit. Several snarls with the law and, finally, seizure of the ship by the Coast Guard, however, brought this colorful phase of her career to an end, and she was ultimately sold to a shipbreaker in October 1947 for scrap.

III

(AOG-14: t. 1,707; l. 260'6"; b. 43'6"; dr. 15'11½"; s. 10.5 k.; a. 1 3", 4 20mm.)

The third *Aroostook* (AOG-14) was originally built at Newport News, Va., as the single-screw, steel-hulled, diesel-electric, tank barge *Esso Delivery No. 11* by the Newport News Shipbuilding and Dry Dock Co. Launched on 8 December 1937, she was delivered to the Standard Oil Co., of New Jersey, on 8 February 1938 and was homeported at Baltimore, Md., over the next few years. Acquired by the Navy from the War Shipping Administration (WSA) on 1 April 1943, *Esso Delivery No. 11*—the first all-welded construction tanker owned by Standard Oil—was renamed *Aroostook*, classified as a gasoline tanker, and designated AOG-14. The ship arrived at the Key Highway plant of Bethlehem Steel Corp., Baltimore, on 3 April 1943 and after conversion for naval service, was commissioned there on 18 April 1943, Lt. Alfred O. Johansen, USNR, in command.

Getting underway for Norfolk on the 21st, *Aroostook* tarried there only briefly before sailing on 28 April to join United States Naval Forces, Northwest African Waters. Proceeding via Bermuda and Gibraltar, she reached Oran, Tunisia, one month later to commence operations in that theater. For the rest of her career under the American flag the gasoline tanker operated in the Mediterranean theater, assigned to the 8th Amphibious Force and ferrying cargoes of high-octane gasoline around the Mediterranean basin. Her ports of call included Bari, San Stefano, Civitavecchia, Taranto, Piombino, Leghorn, and Naples, Italy; Cagliari, Sardinia; Bizerte, French North Africa; Augusta and Palermo, Sicily; and the island of Malta. Only once during this entire period did she come in contact with the enemy. While she lay at Bari, Italy, on 2 December 1943, the German Luftwaffe raided that port. The ship sustained concussion and shrapnel damage when an ammunition ship exploded nearby, but she suffered no casualties among her men.

Decommissioned on 18 January 1945 at Bizerte, the ship was transferred to the French government the following day. Renamed *Lac Pavin* she served with the French Navy under lend-lease for four more years. Sold outright to the French Government on 21 March 1949, *Aroostook* was struck from the Naval Vessel Register on 28 April 1949.

Ultimately, *Lac Pavin* was scrapped in 1953.

Arrow, Standard, see *Standard Arrow*.

Arrow, Sylvan, see *Sylvan Arrow*.

Arrow, West, see *West Arrow*.

Arrow, Winged, see *Winged Arrow*.

Arrowhead

A park, located in the San Bernardino region of California.

The *Shenandoah*-class destroyer tender AD-35 was laid down on 1 December 1944 at Bremerton, Wash., by the Puget Sound Navy Yard and named *Arrowhead* on 16 December 1944. However, the contract for her construction was terminated on 11 August 1945. Subsequently, her incomplete hulk was broken up.

Arrowsic

An island in Maine.

(YFB-59: t. 593; l. 151'0"; b. 53'0"; dr. 13'6" (reg.); s. 10 k.)

Rockaway—a ferryboat built between 1922 and 1925 at Brooklyn, N.Y., by the Todd Shipyard Corp.—was acquired by the Navy on a bareboat charter from New York City on 19 February 1945 and apparently placed in service at the New York Navy Yard on 20 February 1945 as YFB-59. The ferryboat spent her brief Navy career operating in the 3d Naval District, based at the New York Navy Yard. She was named *Arrowsic* on 6 April 1945. After 16 months of duty carrying passengers and vehicles in the New York area, *Arrowsic* was placed out of service on 20 May 1946. Her name was struck from the Navy list on 5 June 1946, and she was returned to New York City on 11 June 1946.

Arroyo

A Spanish word for creek. It may also be applied to a small, frequently dry gully or channel carved by water.

(MB: dp. 12; l. 48'6"; b. 9'5"; dr. 3'7" (mean); s. 11.0 k.; cpl. 9; a. 1 mg.)

Arroyo (SP-197)—a motorboat constructed in 1913 at Stamford, Conn., by the Luders Marine Construction Co.—was leased by the Navy for one dollar from Mr. A. M. Huntington on 21 April 1917 and was placed in commission at the New York Navy Yard on 25 June 1917, Boatswain G. W. Berry, USNRF, in charge.

Arroyo first served in the Naval Coast Defense Reserve of the 3d Naval District. Specifically, she was attached to the radio office at the Brooklyn yard. Laid up at the Marine Basin, New York, on 2 January 1918, the motorboat was recommissioned on 18 April 1918. She departed New York on 31 May bound for the Great Lakes. There, *Arroyo* worked with the section patrol operating out of Detroit and St. Clair, Mich. She returned to New York just after the armistice in November 1918. On 16 December 1918, *Arroyo* was decommissioned and returned to her owner. Her name was struck from the Navy list that same day.

Artemis

An Olympian goddess known to the Romans as Diana. Artemis was the twin of Apollo and the patroness of wildlife.

I

(Yacht: t. 456 (gross); l. 177'6"; b. 26'3"; dr. 10'; s. 12 k.; cpl. 65; 2 3", 2 .30-cal. Colt mg., 8 dc.)

Cristina—a steel-hulled yacht designed by Gielow and Orr, naval architects—was built at Wilmington, Del., by Pusey and Jones Co., for Frederick C. Fletcher of Boston, Mass.; and launched in 1912. Sometime during the 1916-1917 period, the Cleveland philanthropist John Long Severance (1863-1936) acquired the yacht and renamed her *Artemis*.

After the United States entered World War I in the spring of 1917, the Navy, in its wide-ranging search for ships suitable to serve as patrol craft, acquired *Artemis* early that summer. Delivered on 4 July 1917, the yacht was earmarked for "distant service" 10 days later, and assigned the identification number SP-593. On 9 October 1917, Capt. Newton A. McCully assumed command of Squadron 5, Patrol Force, and, over the ensuing days, inspected the vessels tentatively assigned to his command. After visiting *Artemis* at Shewan's Shipyard, Brooklyn, N.Y., he reported her to be a "good, well-built, apparently seaworthy boat . . ." and recommended that her conversion work be expedited. Accordingly, on 17 October 1917, *Artemis* (SP-593) was placed in commission, Lt. Comdr. Stanton L. H. Hazard in command.

Over the next week, *Artemis* remained at the Shewan yard, undergoing the modifications necessary to convert her from a peacetime cruising yacht to a diminutive man-of-war—such alterations as the installation of gun mounts and magazines, the fitting-out quarters for officers and men, and the overhauling of her boilers and machinery. During that time, Capt. McCully twice visited the ship (on 18 and 24 October) to check personally the progress of the work. On 1 November, *Artemis* shifted to the New York Navy Yard where she received her main battery of two 3-inch guns. Two days later, she stood out of New York harbor with the French subchaser *SC-65* in tow, bound for Bermuda.

Artemis' initial mission was a part in the operation of towing 10 110-foot subchasers—built in American boatyards for the French government—from New York to Leixoes, Portugal. Each chaser was assigned to a converted yacht which would tow and maintain her. *Artemis* towed her 70-ton charge, *SC-65*, to Bermuda where she arrived on 9 November to coal ship and provision.

Artemis stood out of Grassy Bay on 18 November and, three hours out, picked up a towline from *Hannibal* that would pull her for over three days. The plans had called for the chasers to depart after the converted yachts had left, overhauling the latter at their best economical speed. After effecting a rendezvous, the yachts were to tow the chasers as far as the Azores. Unfortunately, bad weather interfered.

May (SP-164) and *Wenonah* left the column on 21 November to search for *Druid* (SP-321) and the French subchasers; and, the following day, *Artemis* cast off from *Hannibal* and took under tow her former charge, *SC-65*. A week later, after standing by as *SC-65* provisioned at sea from *Hannibal*, she cast off the one chaser and picked up another, *SC-66*.

Hannibal undertook towing a veritable train of ships and craft on 1 December, as she took *Artemis* in tow for the second time, the yacht towing, in turn, *SC-315* and *SC-65*. Upon arrival off the port of Fayal, Horta, in the Azores, on 7 December, *Artemis* proceeded under her own power, releasing *SC-315* but retaining *SC-65*—the latter disabled by a defective fuel pump—and took her into Fayal.

Artemis got underway once more on the morning of the 9th with *SC-65* tethered astern. *Hannibal*, *Lyndonia* (SP-734), and *Rambler* (SP-211) also accompanied her—with the latter two each towing a subchaser, *SC-315* and *SC-347*, respectively. Both of these vessels, like *SC-65*, had been disabled by defective fuel pumps. After reaching Ponta Delgada, Azores, the next day, *Artemis* served as guardship for the harbor on 14 December and conducted target practice beyond the three-mile limit on the 17th and 18th before leaving the Azores on the final leg of the voyage to Leixoes, with *SC-65* astern once more.

During the passage, the ship ran into foul weather on the 21st. *Artemis* rolled deeply in the heavy seas; and the towline parted, leaving *SC-65* to her own devices. Fortunately, repairs enabled her to resume the voyage under her own power. Two days later, Capt. McCully, the squadron commander, embarked in *May*, directed *Artemis*—battered by the storm—to put into Gibraltar for repairs, and she arrived there on 26 December 1917.

Over the next month, *Artemis* underwent voyage repairs before she again stood out to sea on 28 January 1918 to serve as part of the escort for a convoy then forming up for Bizerte, Tunisia. The next day at 1450, while *Artemis* was steaming on the left wing of the formation, an enemy submarine torpedoed the convoy guide, *SS Maizar*, striking the merchantman's port side, forward of her bridge. *Artemis* and the other escorts immediately went to general quarters. As the hunt proceeded fruitlessly, *Maizar* settled, forward, and her crew abandoned her. *Artemis* took on board 16 of the ship's survivors; and, at 1550, the convoy's screen gave up the hunt and secured from general quarters.

The convoy arrived at Bizerte on 3 February, without further mishap. The following day, after having coaled at Sidi Abdullah, *Artemis* stood out of Bizerte harbor with the Gibraltar-bound convoy, GB-12. No enemy submarines molested the Allied ships during the passage, and they all reached "Gib" safely during the predawn darkness of 9 February.

However, for *Artemis*, there was no resting from her labors. Underway again for Bizerte on St. Valentine's Day, the yacht saw an explosion on board *SS Vidar* and called all hands to stations, but, even as she surged forward, she determined the explosion to be internal—not caused by a submarine torpedo—and stood down from battle stations. The next afternoon, another merchantman, *SS Tenterton*, sounded the submarine alarm; and *Artemis* spent almost an hour at general quarters, searching for the supposed submersible before securing at 1510, empty-handed. Two hours later, *Cythera* (SP-575) fired one shell which sent *Artemis* to battle stations again and put her on a zig-zag course off the port quarter of the formation. When her lookouts sighted no sign of an enemy, the ship stood down again.

Artemis continued to escort convoys between Gibraltar and North Africa into mid-March: convoys BG-12 (20 to 24 February), GB-16 (2 to 6 March), and BG-17 (12 to 17 March) before Lt. Comdr. Hazard—relieved by 1st Lt. C. F. Howell, USCG, on 29 March—left the ship for duty in *Birmingham*. *Artemis* soon went to sea under her new commanding officer with a convoy to Bizerte (3 to 7 April) and commenced the return voyage with a Gibraltar-bound convoy on 8 April. However, fresh westerly breezes soon began breaking up the "good formation" enjoyed since the voyage had begun. *Artemis*, playing a shepherd to her straying flock, managed to prod *SS North Pacific* and *SS Jason* back in line before the yacht's engineers noted a recurrence of her chronic condenser trouble.

At 2020 on 10 April, *Artemis* received permission from the escort commander to leave the convoy and headed toward Algiers for repairs. At 0952 on the 11th, her engines ceased throbbing, the steam exhausted. The tug *Alger* arrived on the scene shortly before noon and, together with a French tug, towed the ailing yacht into Algiers harbor. After a brief drydocking (13 to 17 April), the converted yacht got underway on 23 April to return to Gibraltar and arrived there on the 25th.

Five days later, she sailed to carry out a special escort mission. On 1 May, as *Artemis* was proceeding toward rendezvous with an American merchantman off Cartagena, Spain, she spotted two suspicious-looking submarines—escorted by a torpedo boat—

operating on the surface within Spanish territorial waters. The former yacht went to general quarters. She arrived at her designated rendezvous point off Escombrera Island at 1520 and then stood in towards the coast, carefully plotting her course so that it did not take her within the three-mile limit. Soon thereafter, the torpedo boat commenced making "an immense smoke screen" that effectively concealed the entrance into Cartagena of the strange submersibles.

About three hours later, SS *Don Neal*—*Artemis*' assigned charge—stood out of Cartagena Harbor. The yacht took her into convoy at 1850 and set a course for Oran, French Morocco. As *Don Neal* plodded along at 7 knots, her escort zig-zagged watchfully, on each side of the base course and made a complete circle of her consort every half-hour. Twice the latter appeared to have been rather casual about "darkening ship." Fortunately, enemy submarines were not afoot, and the little convoy reached Oran safely on 2 May.

As before, though, the respite afforded the yacht was slight. She weighed anchor again on 3 May, bound for Gibraltar. Day-break the following day found the ship steaming on the right wing of the formation, gun watches and lookouts posted as usual. At 0725, *Artemis* sighted "what was undoubtedly the wake of a submerged submarine," and went to general quarters. Two minutes later, the convoy guide sounded the alarm by whistle and flag hoist. Then, six minutes after the initial sighting, *Artemis* dropped a depth charge to port over bubbles and the slick water that apparently marked the submarine's path beneath the waves. After the resultant explosion, *Artemis* cautiously claimed possible destruction of the undersea craft, but postwar accounting revealed the loss of no submarine on that day.

She subsequently sighted the wreckage of a large schooner (possibly an earlier submarine victim) "evidently damaged by gunfire" lying on her beam ends. Several ships of the convoy, apparently thinking that the low shape of the wreck might be a surfaced submarine, fired at it.

Soon after the hunt, *Artemis* rejoined the convoy and shepherded it into Gibraltar's harbor on 5 May. The next day, the ship received on board and fitted two racks for her depth charges and nine American Mark II, mod. 1 charges to go with them.

Artemis then operated between Gibraltar, Algiers, and Oran through mid-May, visiting Oran for the second time during that period, embarking five survivors of the torpedoed British merchantman SS *Mavisbrook* for passage to Gibraltar. Evidently, the return passage was of an urgent nature, for at 1800 on 26 May, *Artemis* received orders to round up her liberty party and get underway in two hours. For those next two hours, five petty officers from the ship scoured the Oran waterfront looking for *Artemis*' sailors and returned at 2015 with all but three. Weighing anchor at 2027, almost a half-hour behind schedule, the yacht proceeded out to sea but soon encountered her old gremlin—boiler trouble. She arrived back at Oran on the morning of the 27th, where the three missing men rejoined the ship.

Repaired, *Artemis* put to sea again on 28 May, but the chronic condenser casualties aborted her mission of escorting merchantman SS *Ixion* to Gibraltar; and the yacht returned to anchorage the next day. Underway again on the last day of May with a convoy of six merchantmen and five tugs, *Artemis* finally reached Gibraltar on 2 June.

Artemis' log carries the interesting notation on 2 June: "Received notice from Commander, U. S. Patrol Squadrons based on Gibraltar [of] change of name of vessel from *Artemis* to *Arcturus* in accordance with General Order No. 371 . . ." Interestingly, that order had been signed on 20 February 1918. The ship had operated for over three months before the official change caught up with her.

Although her name was now different, her duties remained the same. Still based on Gibraltar, *Arcturus*, over the next two months, thrice escorted the cable ship *Amber* to Lagos Bay, Portugal, the latter apparently laboring on undersea lines of communication along the Portuguese coast. Interspersed with this duty was a stint escorting the French transport *Souirah* (6 to 9 July) and missions transporting high-ranking passengers, such as Rear Admiral Albert P. Niblack, General Sir Herbert Guthrie-Smith, and the Episcopal Dean of Gibraltar to Tangier, Morocco, and back (10 July) as well as taking on board 32 survivors of the Italian merchantman SS *Silvia* from the Spanish bark *Suarez II* (10 July) for passage back to Gibraltar.

Arcturus spent August 1918 at Lisbon, Portugal, for repairs before she resumed operations on Gibraltar after escorting the

French submarine *Astree* to "The Rock" on 6 and 7 September. As a further variation on her regular theme of escort duty, *Arcturus* twice voyaged to Tangier and back, transporting Moors from Gibraltar to Morocco (10 and 11 September). She rounded out September with escorting the British merchantman SS *Wethersfield* to Hornillo, Spain (23 and 24 September), and another period of operations with the cable ship *Amber*.

She operated with *Amber* again between 1 and 5 October before joining *Druid* escorting a convoy of seven (ultimately, eight) merchantmen along the Spanish coastal route to Port Vendres, France, between 8 and 13 October. Returning to Gibraltar on the 16th, *Arcturus* weighed anchor 11 days later and headed for Lagos Bay, Portugal, in company with *Amber* and the tug *Crucis*. Following the three ships' arrival at that port, *Arcturus* operated there and at Sines Bay, Portugal, before steaming to Lisbon for coal and provisions.

She returned to Lagos Bay on 5 November and rejoined *Amber* and *Crucis*. The next day, *Arcturus* met Neptune's fury at its fullest. Shortly after noon, the ship became increasingly unmanageable due to heavy seas, and steering was shifted to the engines. At 1520, Ens. J. J. Powers, USNRF, the engineer officer, reported to the captain, Lt. F. William Maennle, USNRF, that there was a leak in the engine room which the pumps could not control. With the water in the engineering spaces rising rapidly, Maennle ordered the engines stopped and the sea anchor launched. These efforts, however, proved unequal to the task of making *Arcturus* ride the seas head-to. Instead, the yacht's comparatively large top-hammer acted as a veritable sail which the wind used to swing the ship around broadside. At 1525, *Arcturus* began broadcasting S.O.S. signals—answered swiftly by her old consort *Amber* and the tugs *Oporto* and *Monsanta*.

In the meantime, with the engineers laboring in the sloshing, rising waters below, *Arcturus* put over "oil bags" on the weather side to minimize the effect of the heavy seas. Despite this, however, the yacht rolled "dangerously" in the trough of the sea. In view of the critical situation, Lt. Maennle mustered all hands—except those detailed to the sea anchor, radio, oil bags, and locating the leak in the engine room—at their abandon ship stations, with their life preservers on. Prepared for the worst, *Arcturus*' men hung on.

Then, shortly after *Amber* came close aboard at 1555 to be told to stand by to leeward. Ens. Powers reported at 1600 that he and his perservering (and wet) engineers had located the leak—the main injection pump had carried away—and efforts were being made to stop it and pump out the water which had risen to a height of five feet in the engine and fire rooms. The situation then looked much better for all concerned, so *Arcturus* annulled her S.O.S. signals at 1608, with *Amber* and *Crucis* sticking faithfully near. At 1625, temporary repairs completed, *Arcturus* was ready to get underway and proceed to Lisbon. Accompanied initially by her two consorts (which she lost sight of at 0045 on the 7th), the converted yacht reached her destination at 0935 on 7 November.

At 1350 on 11 November, while still at Lisbon undergoing repairs, *Arcturus* received word of the armistice, ending hostilities, and the admonition to naval vessels to maintain "all precautions against attack from submarines." Those enemy men-of-war were to be treated as "friendly unless hostilities are obvious."

On 6 December, *Arcturus* embarked six passengers for transportation back to the United States and, at 0700 on the 7th, got underway for home in company with *Wheeling* (Gunboat No. 14), *Surveyor*, the Coast Guard cutters *Yamacraw*, *Druid* and *Wenonah*. One day out of Ponta Delgada, *Arcturus* suffered the now-familiar problem with her condensers; and, while the other ships proceeded on, *Surveyor* stood by the ailing *Arcturus* on 11 December. Subsequently encountering more condenser troubles occasioned by the pounding the ship was taking in the December gales, *Arcturus* had to be taken in tow by *Surveyor* on Christmas Day. Casting off on the 27th, *Arcturus* arrived at Grassy Bay under her own power the following day. On the last day of 1918, the yacht sailed for New London, Conn., on the last leg of her homeward-bound voyage.

Reaching New London on 3 January 1919, *Arcturus* spent over two months (with the exception of a trip to Melville, R.I., and back, on 4 and 5 January 1919, for coal) at the District Base, New London, assigned to the Atlantic Fleet's Reserve Squadron. Underway for New York City on 25 March, the yacht moored at pier 72, East River, that evening. She moved to the navy yard two days later, for coal, and ultimately arrived at Ulmer Park Marine Basin, Brooklyn, N.Y., on 30 March. Shifting briefly to

the Staten Island Shipbuilding Co. at Mariners' Harbor, she returned to the Ulmer Park basin at noon on 2 May. Soon thereafter, *Arcturus* was simultaneously decommissioned on 5 May 1919, struck from the Navy list, and turned over to the United States Coast and Geodetic Survey.

Arcturus' service with that agency proved to be short, since she was returned to the Navy on 15 January 1920 and ordered "inspected for sale." Sold to J. M. Scott of New York City on 4 October 1920, she resumed her prewar name, *Artemis*, and retained it for the rest of her days. Sometime during 1924 or 1925, J. W. Hunter, a British subject, acquired *Artemis*, but passed ownership to another Briton, R. Rose, about a year later. Subsequently acquired by the Tropical Fruit and Steamship Co., a Honduran firm, *Artemis* burned and sank in February 1927.

II

(ScStr: dp. 17,837; l. 500.5' (reg.); b. 58.3'; dr. 27'; s. 12 k.; cpl. 329; t. 4,000; a. none)

The second *Artemis* was originally built as the steel-hulled, twin-screw passenger steamship *Iowa*. Completed in 1902 at Belfast, Ireland, by Harland and Wolff, Ltd., *Iowa* was owned by the White Diamond Steamship Co., Ltd., and operated by George Warren and Co., of Liverpool, England, until acquired by the German Hamburg-America Line and renamed *Bohemia* in 1912.

The outbreak of hostilities in Europe in the summer of 1914 stranded many German and Austrian ships—*Bohemia* among them—in American ports. Seized by American customs officials after the United States entered World War I in April 1917, *Bohemia* was renamed *Artemis*, armed with a main battery of one 5-inch and one 3-inch gun, and placed in service as an Army transport. She served as USAT *Artemis* during World War I. Her battery was removed at Norfolk on 30 November 1918, and she completed her last voyage as an Army transport at New York on 23 February 1919.

Turned over to the Navy at Fletcher's Drydock in Hoboken, N. J., *Artemis*—given the identification number (Id.No.) 2187—was commissioned there on 8 April 1919, Comdr. John P. Jackson in command. Assigned to the Cruiser and Transport Force, *Artemis* sailed for France on 25 April 1919, and reached St. Nazaire on 8 May. Sailing for Newport News—one of the four primary ports of debarkation for the Cruiser and Transport Force—on the 11th, she arrived at her destination on 24 May. Shifting that same day to Norfolk, she commenced her second transatlantic voyage cycle on 1 June.

Besides her embarked returning doughboys, *Artemis* brought back a cargo of trucks to Newport News on her second voyage, arriving there on 26 June. Shifting to Norfolk the same day, the ship began her third round-trip voyage on 2 July, departing Norfolk for France. Arriving at St. Nazaire on 15 July, *Artemis* moved to Brest soon thereafter, and began the return trip from

that port on 21 July. Arriving at Norfolk on 3 August, via Newport News, the ship underwent voyage repairs at Norfolk from 6 to 9 August. She sailed thence for France on the latter day on her last voyage as a naval vessel, reaching St. Nazaire on 21 August. Sailing for the United States on 12 September, *Artemis* arrived at New York on the morning of 23 September, mooring at pier 3, Army Base, Brooklyn. Shifting to steamship pier 2, Army Base, on 8 October, *Artemis* was decommissioned on 18 October 1919. During her career as a Navy transport, she had brought home 11,760 troops. Her name was struck from the Navy list on 18 October 1919, and the ship was transferred to the United States Shipping Board (USSB) for disposition.

The USSB's fourth annual report, for the fiscal year ending 30 June 1920, lists *Artemis* as being transferred to the France and Canada Steamship Corp. to be operated by that company, but this may never have come to pass, since contemporary merchant vessel registers refer only to her USSB ownership. Likewise, lists of ships operated by the France and Canada Steamship Co. do not contain *Artemis*. Laid up by 1923, *Artemis* remained inactive through the 1930's and into World War II, in the hands of the USSB and its successor, the United States Maritime Commission. Acquired by the British Ministry of War Transport in 1941, the ship was renamed *Empire Bittern*. She remained under the British flag until expended as a blockship off the Normandy beaches in June 1944.

III

(AKA-21: dp. 7,080; l. 426'; b. 58'; dr. 16'; s. 16.9 k.; cpl. 303; a. 1 5", 8 40mm., 10 20mm.; cl. *Artemis*; T. S4-SE2-BE1)

Artemis (AKA-21) was laid down under a Maritime Commission contract (MC hull 1882) on 23 November at Providence, R.I., by the Walsh-Kaiser Co., Inc.; launched on 20 May 1944; sponsored by Mrs. Thomas J. Walsh; acquired by the Navy from the Maritime Commission on 28 August 1944; and placed in commission that same day, Lt. Comdr. Thomas J. Rattray in command.

After fitting out at Boston, Mass., the attack cargo ship proceeded to the Chesapeake Bay for shakedown training. She then sailed to the naval supply depot at Bayonne, N.J., to embark naval passengers and supplies for transportation to the Pacific. The ship got underway on 12 October and transited the Panama Canal on the 17th. On that same date, she reported to Amphibious Forces, Pacific Fleet, and continued on toward the west coast. She reached San Diego, Calif., on the 26th and remained in port for one day. The vessel then shaped a course for Hawaii.

Artemis reached Pearl Harbor on 3 November and unloaded her passengers. One day later, she left Hawaiian waters to return to California. On 13 November, the ship arrived at Port Hueneme to take on pontoon equipment and carried this cargo to Pearl Harbor. While in Hawaii, she participated in a series of training exercises held off Pearl Harbor. On 5 December, *Artemis*



Artemis (Id. No. 2187), underway, circa 1919; note very weathered appearance of her hull. (NH 57697-A)

left Hawaiian waters to return to the west coast. Once again, cargo was taken on at Port Hueneme, and the ship proceeded back to Hawaii.

Artemis spent the Christmas holidays in port at Pearl Harbor. On 4 January 1945, she proceeded to Kahalui, Maui, to embark marines. The vessel got underway on 12 January with units of Task Force (TF) 51 for amphibious training exercises off Maui and arrived back at Pearl Harbor on the 18th. Nine days later, she sailed for Eniwetok with Task Group 53.2.

After spending two days at that atoll, *Artemis* got underway to participate in the invasion of the Volcano Islands. Steaming via Saipan, the ship anchored in Transport Area "Baker" off the southeast coast of Iwo Jima on 19 February. She then sent her boats to assist the transports during the initial assault. The attack cargo ship remained in the area through the 27th discharging troops and cargo and taking casualties on board during the day and retiring out to sea each night.

Artemis touched back at Saipan on 3 March. Three days later, she got underway for Ulithi and remained in port there during the next three weeks to resupply and undergo minor repairs. On 29 March, the vessel paused at Manus before getting underway for New Caledonia. She arrived at Noumea on 4 April where she took on passengers and cargo before sailing on 3 May for Leyte, Philippine Islands.

The vessel reached Leyte on 16 May and began unloading operations the next day. *Artemis* headed for New Guinea on the 30th and touched at Hollandia on 3 June. Two days later, she moved to Oro Bay to take on cargo and troops. The ship sailed for the Philippines on 9 June, discharged her cargo at Manila, and then sailed to the Admiralty Islands. After pausing at Manus to refuel, *Artemis* proceeded to Lae, New Guinea, to pick up more troops and cargo. The loading was completed on 3 July, and the vessel got underway to return to the Philippines. She unloaded at Manila in mid-July before proceeding to Tacloban, Philippine Islands, to pick up troops and equipment for transportation to Hawaii.

Artemis sailed eastward on 31 July and reached Pearl Harbor two weeks later. She was discharging her cargo there when word of the Japanese capitulation was announced on 15 August. The vessel entered drydock at the Pearl Harbor Navy Yard on the 24th for overhaul. This work was completed in mid-September, and she embarked occupation troops for transportation to the Japanese home islands. On 3 October, *Artemis* moored at Yokosuka, Japan, and began discharging her passengers. She operated in Japanese waters until 24 November, when she set a course for the west coast of the United States.

The vessel reached San Francisco, Calif., on 10 December and, 10 days later, set out for the Philippines. Upon her arrival at Samar, *Artemis* embarked military personnel for transport back to the United States. She got underway on 21 January 1946 and made San Francisco on 9 February. The ship remained in port there until 20 March, when she headed for Hawaii. Upon her arrival at Pearl Harbor, the ship conducted logistic support operations for nearby naval activities until 15 May, when she was assigned to Joint Task Force 1 to support Operation "Crossroads," tests conducted at Bikini Atoll to learn of the effects of atomic bomb explosions upon warships. This assignment occupied the cargo ship through mid-August when she returned to Pearl Harbor and resumed local operations.

On 6 November, *Artemis* departed Hawaiian waters and shaped a course for the west coast. She reached San Francisco one week later, but left that port on the 23d and proceeded to the Panama Canal Zone. After retransiting the canal, the ship continued on to Norfolk, Va., where she was decommissioned on 10 January 1947. Her name was struck from the Navy list on 25 February 1947. The ship was transferred to the Maritime Administration on 1 April 1948 and was laid up in the National Defense Reserve Fleet in the James River. She was later sold during the 1960's to the Union Minerals & Alloys Corp., of New York City, and was subsequently scrapped.

Artemis earned two battle stars for her World War II service.

Arthur

(Bark: t. 554; l. 133'; b. 31'2"; dph. 7'3"; dr. 14'1"; s. 10 k.; 86; a. 6 32-pdr. sb.)

On 1 August 1861, *Arthur*—a bark built at Amesburg, Mass., in 1855—was purchased at New York City by the Union Navy. Fitted out at the New York Navy Yard, she was commissioned there on 11 December 1861, Acting Volunteer Lieutenant John W. Kittredge in command.

Arthur sailed south on Christmas Eve, 1861, joined the Gulf Blockading Squadron at Key West, Fla., and then proceeded to the coast of Texas to patrol the waters between Matagorda and Corpus Christi. This was familiar territory for Kittredge, who had spent several years trading along the Texas seaboard before the Civil War. *Arthur* reached station off Matagorda on the morning of 25 January.

Later that day, some 17 miles northeast of the bar at Pass Cavallo, she sighted a schooner sailing toward shore. Kittredge called the crew to quarters and sent two cutters in pursuit of the stranger which was attempting to run aground. A shot from the bark brought the quarry to. A boarding party from the cutters took possession of the schooner, which proved to be the Confederate blockade runner *J. J. McNeil*. The prize—which had left Veracruz, Mexico, with a cargo of coffee and tobacco—was sent to Ship Island, Miss., and on to New York for adjudication.

On 13 February, the brig exchanged fire with a cavalry troop on shore near Aransas, Tex. About noon on 21 April, Kittredge led an expedition of three boats into Cedar Bayou, Tex., where they chased the schooner *Burkhart* which escaped because of her master's knowledge of nearby channels. The next day, they captured three small sloops, but were forced to abandon their prizes—along with two of their own boats—to escape attacks by a numerically superior Confederate force. Kittredge and his party managed to escape without injury.

During the spring of 1862, Flag Officer David Glasgow Farragut, the squadron commander, reinforced Kittredge with the yacht *Corypheus*, purchased from the Key West prize court, and the screw gunboat *Sachem*. Besides these tenders, *General Butler*—a lugger about which little is known—was also at Kittredge's disposal for operations in the shallow inlets, bays, and bayous found in *Arthur's* sector.

On 9 July, Kittredge entered Aransas Bay in *Corypheus*. Upon approaching Lamar, he sighted a "... schooner apparently lying on her beam ends . . ." He then armed the second cutter and ran down through the reefs to her.

Upon seeing the approaching Union ship, the schooner's crew righted their vessel—which they had careened for caulking—and cast adrift a cotton-laden, flat-bottomed barge which had been moored to a nearby wharf while the schooner was being prepared for an attempt to run the blockade. The schooner began leaking rapidly the moment she was again upright, and was soon swamped.

Kittredge returned to *Corypheus*, and got underway "... in pursuit of a schooner that had just passed to the southward . . ." He soon found his quarry, the schooner named *Reindeer*, at anchor, captured by *General Butler*.

On 10 July, *Corypheus* captured the 9-ton sloop *Belle Italia*. A few days later, she reentered the gulf where Kittredge returned to *Arthur*.

Arthur took the armed schooner *Breaker* at Aransas on 12 August and, on that same day at Corpus Christi, forced the Confederates to burn the armed schooner *Elma* and sloop *Hannah* to prevent their capture. On the 15th, she added to her list of victims the steamer *A. B.* (sometimes spelled *A. Bee*) which had run aground in the narrow and shallow channel that leads to Nueces Bay near Corpus Christi. After several unsuccessful efforts to refloat that prize, Kittredge put the torch to her.

Finally, shortly after dawn on 24 August, the yacht *Corypheus*—still working under the direction of Kittredge—captured *Water Witch* of Jamaica as that schooner attempted to enter Aransas Bay with a cargo including a large quantity of gunpowder.

Early in September, Farragut asked Kittredge to attempt to arrange the release of the family of Judge Edmund Jackson Davis, a prominent political leader in Texas who had remained loyal to the Union and had left his home to serve the Federal cause. On 12 September, Kittredge proceeded under a flag of truce to Corpus Christi where the Confederate commanding officer there refused to allow Mrs. Davis to leave Texas, but promised to refer the matter to the Confederate commander in Texas. While waiting for this decision, Kittredge proceeded with *Corypheus* and *Breaker* to Flour Bluffs where he found several small vessels.

When they tried to escape on the morning of the 13th, Kittredge fired on them, but they managed to slip into Laguna de la Madre where the deeper-draft Union ships could not follow. Kittredge landed with a small reconnaissance party and took three prisoners before returning to *Corypheus*. On the following morning he saw two armed men in a new, unfinished structure and, seven men went ashore with him to investigate. As Kittredge was entering the building, he and his party was surprised and captured by a large group of Southern soldiers who had been hiding inside.

By this time *Arthur's* condition had deteriorated, a result of her service along the semitropical Texas coast. Farragut ordered her to Pensacola for repairs. These were completed in November, and *Arthur* carried provisions to other blockading ships en route to her station at Matagorda Bay.

In the early morning of New Year's Day, 1863, the Confederate gunboats *Bayou City* and *Neptune* attacked and defeated the Union flotilla at nearby Galveston, taking the steamer *Harriet Lane* as a prize and destroying the gunboat *Westfield*. The smaller Northern warships in Galveston Bay ran through heavy Confederate fire from shore and escaped to sea, leaving the South in undisputed possession of this important Texas port.

Under orders from Farragut to reestablish the blockade, Commodore Henry H. Bell, in *Brooklyn*, arrived off Galveston on 10 January and soon warned *Arthur* to beware of enemy raids, especially by the formidable *Harriet Lane* which had now been placed in commission by the Confederate Navy. Raphael Semmes' Confederate commerce raider *Alabama* had sunk the large Union side-wheeler *Hatteras* in a heated engagement off Galveston on the night of the 11th, and also seemed to pose a threat to the Union warships.

Under these tense conditions, *Arthur* remained on station off Aransas Pass for some two months thereafter before joining the blockading squadron outside Galveston Bay in mid-March for repairs and replenishment. Just as the bark was ready to return to her station off Aransas Pass, the Union Army steamer *Honduras* arrived at Galveston with word that Confederate troops from Texas had crossed the Rio Grande to Bagdad, Mexico, and there captured the exiled Judge Davis, who had been commissioned a Colonel in the Union army and had gone to Mexico seeking recruits among Unionists who had found refuge there. The Southern raiders had also taken some of Davis' men and were hunting others in the nearby hills. Instead of returning to her blockading station, *Arthur* headed for the mouth of the Rio Grande with *Honduras* to protect and evacuate these pro-Union fugitives.

Arthur collided with a merchant steamer during a storm off the Rio Grande and suffered considerable damage. She arrived off Galveston on 28 March for repairs, but found that her injuries were serious enough to require repairs at Pensacola.

The bark was scheduled to return to Texas, but apparently never did so. Her logs for 1863 are not extant, but other references indicate that the ship remained at Pensacola as a guardship through the end of the Civil War. *Arthur* sailed north on 8 August 1865, was decommissioned at the New York Navy Yard on 16 September, and was sold at public auction to G. D. Morgan on 27 September 1865.

Arthur L. Bristol

Arthur LeRoy Bristol, Jr.—born in Charleston, S.C., on 15 July 1886—entered the Naval Academy on 23 September 1902 and graduated with the Class of 1906. After the prescribed two years of sea duty, which he served in the predreadnought *Illinois* (Battleship No. 7), he received his commission as ensign in 1908. Transferred to *Mayflower* in 1909, he remained in that Presidential yacht until ordered to Berlin, Germany, in January 1912 for a year and one-half as a naval attache. In June 1913, he returned home to command the new destroyer *Cummings* (Destroyer No. 44) upon her completion at Bath Iron Works. A year later, he received the concurrent command of *Terry* (Destroyer No. 25) and the 2d Division, Reserve Torpedo Flotilla, Atlantic Fleet. He then briefly commanded *Jarvis* (Destroyer No. 38).

Late in 1915, Bristol was assigned the duties of aide and torpedo officer on the staff of Commander, Torpedo Flotilla, Atlantic Fleet and, in the winter of 1916, he became aide and flag secretary to the Commander, Destroyer Force, Atlantic Fleet. In the summer of 1917, soon after the United States entered

World War I, he became aide and flag secretary for Commander, Cruiser Force, Atlantic Fleet. After serving in that capacity into the following winter, Bristol was awarded the Navy Cross for his service as flag secretary and acting chief of staff to Commander, Cruiser and Transport Force. While holding that post, he worked closely with Army authorities in the handling of troopship movements. Later, as flag secretary for the Commander, Cruiser and Transport Force, he earned the Distinguished Service Medal. Going ashore in February 1918, he labored in Washington through the end of World War I and into the spring of 1919 on duty in the Office of the Chief of Naval Operations.

Bristol then commanded *Breckinridge* (DD-148) and *Overton* (DD-239) in succession, serving in the latter during that ship's operations in the Black Sea during the capitulation of White Russian forces to the Bolsheviks in November 1920. For his services rendered during the evacuation of the Crimea, a grateful Russian government-in-exile presented him with the Order of St. Stanislaw, III Class.

Detached from *Overton* in August 1921, Bristol again served in Washington attached to the General Board and then went to Philadelphia to assist in the decommissioning of destroyers. A course of instruction at the Naval War College in Newport, R.I., occupied him from July 1922 to May 1923, and he next served as an instructor on the staff of that institution from May 1923 to May 1924. Following a brief tour as aide for Commander, Scouting Fleet, he sailed to Rio de Janeiro, Brazil, to join the American naval mission there.

Reporting to the battleship *Arizona* (BB-39) in February 1927, Bristol served as executive officer of that dreadnought until April of the following year and then moved to the Naval Air Station (NAS), San Diego, Calif. for aviation instruction. Following further flight training at NAS, Pensacola, Fla., he was designated a naval aviator and was sent to the Asiatic Fleet, where he served as commanding officer of the seaplane tender *Jason* (AV-2) and later, as Commander, Aircraft Squadrons, Asiatic Fleet.

Detached in the spring of 1931, he checked in briefly at the Office of Naval Intelligence in Washington before proceeding on to the United Kingdom to become naval attache in London on 1 October 1931. A brief stop in the Office of the Chief of Naval Operations upon his return from England in the spring of 1934 preceded his traveling to the Newport News Shipbuilding and Dry Dock Co., Newport News, Va., as prospective commanding officer of the new aircraft carrier *Ranger* (CV-4).

The original commanding officer of the Navy's first aircraft carrier to be built as such from the keel up, Bristol took *Ranger* to South American waters on shakedown and commanded her thereafter until June 1936, when he became Commanding Officer, NAS, San Diego. During the latter tour, he served on the Hepburn Board, participating in the investigations into suitable base sites in the United States and its possessions.

Becoming Commander, Patrol Wing 2, at Pearl Harbor, T.H., on 27 July 1939, Bristol was given flag rank on 1 August and, the following summer, became Commander, Carrier Division 1. He then served as Commander, Aircraft, Scouting Force (18 September to 12 October 1940), and as Commander, Patrol Wings, United States Fleet (12 October 1940 to 23 January 1941) before reporting to the Office of the Chief of Naval Operations on 25 January 1941.

With increasing American alarm over the course of the Battle of the Atlantic, the Roosevelt administration took steps to aid the British. To help escort convoys across the Atlantic, the Navy established the Support Force, Atlantic Fleet, and based it at Newport, R.I. On 1 March 1941, Rear Admiral Bristol became the Force's first commander. He held this important position throughout the tense, undeclared war with Germany in the summer and autumn of 1941 and through America's entry into the global conflict on 7 December of that year. Designated vice admiral on 27 February 1942, Bristol remained in that important command until he suffered a fatal heart attack at Argentia, Newfoundland, on 27 April 1942.

(APD-97: dp. 2,130; l. 306'; b. 37'; dr. 12'7"; s. 23.6 k.; cpl. 204; a. 1 5", 6 40mm., 6 20mm., 2 dct.; cl. *Charles Lawrence*)

Arthur L. Bristol (DE-281) was laid down on 1 December 1943 at the Charleston (S.C.) Navy Yard; launched on 19 February 1944; sponsored by Miss Ellen Wing Getty, who had been chosen for this honor by the brother of the late Vice Admiral Bristol; redesignated APD-97 on 17 July 1944 as the result of the decision

to complete the ship as a fast transport instead of as a destroyer escort; and commissioned at her builders' yard on 25 June 1945, Lt. Comdr. Morris Beerman, USNR, in command.

After fitting out, *Arthur L. Bristol* proceeded to Guantanamo Bay, Cuba, where she carried out shakedown training from 13 July to 7 August 1945. After a brief post-shakedown availability at Norfolk, the fast transport arrived at the Naval Training Center, Miami, early in September. *Arthur L. Bristol* operated in the Florida Keys and in Cuban waters as a training ship for student officers for the rest of her active career.

Ordered to Mobile, Ala., on 31 October, *Arthur L. Bristol* was drydocked there before shifting to the Naval Repair Base, Algiers, La., to commence preinactivation preservation. Assigned to the 163d Transport Division, 18th Transport Squadron, SubGroup 4, Florida Group, 16th Fleet, on 1 December, *Arthur L. Bristol* was berthed at Green Cove Springs, Fla., in the St. John's River berthing area, where she was decommissioned on 29 April 1946.

Never returning to active service, *Arthur L. Bristol* was stricken from the Naval Vessel Register on 1 June 1964 and sold for scrap the following summer. She was transferred to her purchaser, the Boston Metals Corp., Baltimore, Md., on 4 August 1965 and removed from naval custody that day.

Arthur, Lake, see *Lake Arthur*.

Arthur Middleton

Arthur Middleton was born on 26 June 1742 on his family's estate, Middleton Place, near Charleston, S.C. He was educated in England and, upon returning to South Carolina, became active in local politics. Middleton was elected to the colonial House of Assembly in 1764; served until 1768; and, after a four-year absence, was reelected to the House in 1772. He sat in the first provincial congress and served on the secret committee of five people that arranged and directed the seizure of powder and weapons from the public storehouses in Charleston on the night of 21 April 1776. On 14 June, he became a member of the first Council of Safety, which assumed the executive power of the colony.

On 11 February 1776, Middleton was appointed to a committee of 11 to draft a constitution for South Carolina. A few days later, he was elected to the Continental Congress and, still later, signed the Declaration of Independence on behalf of South Carolina. He continued serving in the Congress until October 1777. While he was reelected three more times between 1778 and 1780, Middleton did not actually serve in Congress during these years.

During the siege of Charleston in 1780, Middleton was a member of the militia. He was taken prisoner when the British captured the city and was sent to St. Augustine, Fla., as a prisoner of war. He was exchanged in July 1781 and sat in the session of Congress of 1782. After the war ended, Middleton devoted himself to managing his plantation. He died at Goose Creek, S.C., on 1 January 1787.

(AP-55; dp. 18,000; l. 489'; b. 69'9"; dr. 27'4"; s. 18.4 k.; cpl. 530; a. 4 3", 4 40mm., 10 20mm.; cl. *Arthur Middleton*; T. C3-P)

African Comet was laid down under a Maritime Commission contract (MC hull 106) on 1 July 1940 at Pascagoula, Miss., by the Ingalls Shipbuilding Corp.; launched on 28 June 1941; sponsored by Miss Mary Maud Farrell; acquired by the Navy from the American South African Lines, Inc., on 6 January 1942; renamed *Arthur Middleton* (AP-55) on 7 January 1942; converted for naval service by the Union Iron Works, San Francisco, Calif.; and placed in commission on 7 September 1942, Comdr. P. K. Perry, USCG, in command.

Manned by a combined Coast Guard and Navy crew, the transport held shakedown training off San Diego, Calif., and sailed for the Aleutian Islands on 23 December. She reached Amchitka on 12 January 1943 and, later that day, took on board 175 survivors from *Worden* (DD-352), which had run aground and broken up while covering the transport during the debarkation of her troops. However, before the day ended, *Arthur Middleton* herself ran aground after dragging anchor. Salvage operations involved completely unloading, blasting and removing the rocks from under

the ship's port side, and patching the holes which they had pierced in her hull. During this work, *Arthur Middleton*'s boats operated in Amchitka harbor unloading supply ships and moving Army barges. On eight different occasions, the grounded ship repulsed enemy float-plane attacks and was straddled by four bombs.

While in Alaskan waters, *Arthur Middleton* was reclassified an attack transport and redesignated APA-25 on 1 February 1943. The ship was finally refloated and got underway on 9 April in tow of *Ute* (AT-76) and *Tatnuck* (AT-27) for Dutch Harbor, Unalaska. There, work making temporary repairs continued through 17 June. She was then towed by the merchant ship *James Griffiths* and *Cree* (AT-84) to the Puget Sound Navy Yard, Bremerton, Wash., for correction of the damage.

Arthur Middleton departed Seattle, Wash., on 6 September, bound for New Zealand. She arrived at Wellington on 12 October, via Suva, Fiji Islands. The ship took on marines and cargo and sailed to Efate, New Hebrides, for staging operations. She then steamed to the Gilbert Islands for the landings on Tarawa on 20 November. The ship remained off that bitterly contested atoll debarking troops and taking casualties on board until the 29th, when she got underway for Hawaii.

On 7 December, *Arthur Middleton* reached Pearl Harbor and began training operations. She sortied from Oahu on 23 January 1944 with Task Group (TG) 51.1, carrying marine reserves for the assault on the Marshall Islands. The transport remained in waters east of Kwajalein Atoll from 31 January through 15 February awaiting orders to disembark her troops; but, as part of the reserve force, they were not needed. During her time steaming off Kwajalein, she provided stores and fresh water to destroyers and smaller vessels, dispatched her boats on various assignments, and repaired damaged boats. On 15 February, *Arthur Middleton* sailed with the task group charged with invading Eniwetok.

Arriving off that atoll on the 17th, *Arthur Middleton* landed assault troops on Engebi Island and unloaded her cargo as needed by forces ashore. Two days later, she took marines on board for an assault on Parry Island. The landing there took place on the 21st and 22d and, the next day, the ship sailed for Pearl Harbor with American casualties and Japanese prisoners of war embarked. She paused en route at Kwajalein on the 26th to embark more troops and then resumed her voyage to Hawaii, arriving at Pearl Harbor on 8 March.

The attack transport held training exercises off Hawaii through late May. On the 30th, she sailed with TG 52.3 for the invasion of the Marianas. The ship arrived off Saipan on 15 June and debarked her passengers later that day at Charan Kanoa. She then began taking casualties on board while unloading her cargo. Although there were frequent air raid alerts during these operations, no Japanese planes came within range of the transport guns. She departed Saipan on 23 June, stopped at Eniwetok and Tarawa to pick up Army troops and Japanese prisoners, and continued on to Pearl Harbor where she arrived on 9 July.

After disembarking her passengers, she began the first of two voyages between San Diego and Hilo, Hawaii, carrying troops and equipment between the two points. At the end of these shuttle runs, the transport sailed for the Admiralty Islands. She arrived at Manus on 3 October and began preparations for the long awaited operations to liberate the Philippine Islands. On 14 October, *Arthur Middleton* sortied with TG 79.2 and arrived in Leyte Gulf on the 20th. The ship remained in the area unloading troops until 24 October, when she headed for Hollandia, New Guinea.

The attack transport returned to Leyte on 14 November, carrying personnel and supplies from Hollandia and Morotai, Netherlands East Indies. The next day, she sailed back to New Guinea and conducted training exercises in conjunction with Marine Corps units. On 31 December, the ship sailed with TG 79.4 for the invasion of Luzon and arrived in the transport area in the Lingayen Gulf on 9 January 1945 and landed her troops in the face of enemy air attack. During the operation, fifteen members of her crew were wounded by flying shrapnel from the guns of other vessels firing at the Japanese planes. The transport left Lingayen Gulf later that day to take on more supplies at Leyte and returned to Lingayen Gulf on 27 January.

During February and early March, *Arthur Middleton* carried out training exercises at Guadalcanal. On 16 March, the transport sailed with TG 53.1 for Ulithi, where staging operations were held for the Ryukyu campaign. The ship discharged troops

and cargo at Okinawa during the first five days of April and then returned via Saipan to Pearl Harbor. She was routed on to the west coast and arrived at San Pedro, Calif., on 30 April to begin a period of overhaul.

While the ship was still in the yard, Japan capitulated on 14 August 1945. The repair work was completed on 4 September, and *Arthur Middleton* was assigned to duty transporting relief forces to the Philippines and returning veterans to the United States. By the end of 1945, the ship had made two voyages to the Philippines. In January 1946, she underwent repairs at Terminal Island, Calif. Following the detachment of her Coast Guard personnel, *Arthur Middleton* was transferred to the Naval Transportation Service on 1 February 1946.

During the next four months, the transport made six round-trips between San Francisco and Pearl Harbor. She then steamed through the Panama Canal and continued on to Norfolk, Va., where she arrived on 19 July 1946. The ship was placed out of commission at Norfolk on 21 October 1946 and placed in the Atlantic Reserve Fleet. At the end of a dozen years in reserve, her name was struck from the Navy list on 1 October 1958; and the ship was transferred to the Maritime Administration for layup in the James River. She was placed in the National Defense Reserve Fleet on 3 March 1959. The vessel was sold on 9 May 1973 to the Consolidated Steel Corp., Brownsville, Tex., and was later scrapped.

Arthur Middleton won six battle stars for her World War II service.

Arthur W. Radford

Arthur William Radford—born in Chicago on 27 February 1896—graduated from the Naval Academy on 2 June 1916 and served in *South Carolina* (Battleship No. 26) before seeing duty in three successive staff assignments with: Commander, Battleship Division 1; Commander, Division 1, Pacific Fleet, as aide and flag lieutenant; and as aide and flag lieutenant on the staff of Commander, Train, Pacific Fleet.

In the spring of 1920, Radford arrived at the Naval Air Station (NAS), Pensacola, Fla., for flight instruction and received his "wings" in November. After a tour as an instructor at Pensacola, he spent two years in Washington with the Bureau of Aeronautics (BuAer) before joining Aircraft Squadrons, Battle Fleet. Service in observation squadron VO-1, from April 1925 to June 1927 followed before he saw duty at NAS, San Diego, Calif.

In the spring of 1929, Radford was again assigned to Aircraft Squadrons, Battle Fleet, commanding the Alaskan Aerial Survey Detachment which investigated forest and mineral resources in that region. In November 1929, Radford moved to *Saratoga* (CV-3) and took command of her fighter squadron, VF-1B, the following spring. Assigned to the staff of Commander, Aircraft, Battle Force, in May 1931, he served as Rear Admiral Harry E. Yarnell's aide and flag secretary on a staff that included other naval aviation luminaries such as Capt. John H. Towers and Comdr. Forrest Sherman.

Following another stint with BuAer beginning in June 1932, Radford became navigator of the seaplane tender *Wright* (AV-1). Duty as an aide to ComAirBatFor lasted until he took command of NAS, Seattle, Wash., in June 1937. In May 1940, Radford became executive officer of *Yorktown* (CV-5). In May 1941, Radford went back to Washington for a few more months at BuAer and then became the first commanding officer of NAS, Bermuda.

America's entry into World War II in December 1941 found Radford directing the Navy's pilot training program. He inaugurated a program of intensive expansion to include all phases of operational flight training and established functional training commands to carry out his plans. Under his direction, the program, which grew through the spring of 1943, provided the Navy with the skilled pilots who spearheaded the war against the Axis. For this work Radford received the Legion of Merit.

Radford went to Carrier Division (CarDiv) 2 in April 1943 and received flag rank on 21 July of that year. Then as Commander, CarDiv 11, he directed his division's air strikes in support of the landings in the Gilberts in November and received his first Distinguished Service Medal (DSM). Then, after serving as chief of



Arthur W. Radford (DD-968) conducts underway replenishment training with the Coast Guard cutter *Courageous* out of Guantanamo Bay, Cuba, December 1982. (NH 96653)

staff and aide to Commander, Aircraft, Pacific Fleet, from December 1943 to January 1944, he returned to Washington to serve as Assistant Deputy Chief of Naval Operations for Air into the fall of 1944.

Breaking his flag in *Yorktown* (CV-10) as Commander, CarDiv 6, in November 1944, Radford directed his task group's attacks against targets in the Japanese home islands. His planes also supported the conquest of Iwo Jima and of Okinawa, earning him a second DSM.

Following a stint as Commander, Fleet Air, Seattle, lasting into the winter, Radford journeyed to Washington once more in January 1946, to fill the billet of Deputy Chief of Naval Operations for Air. He returned to sea duty in March 1947 as Commander, 2d Task Fleet, and held that post into December of that year before returning to Washington to become Vice Chief of Naval Operations. Becoming Commander in Chief, Pacific Fleet, with the collateral duty of High Commissioner, Trust Territories of the Pacific Islands, in the spring of 1949, with the rank of admiral, he was serving therein when the Korean War broke out in June 1950.

According to the citation for his third DSM, Radford "quickly and effectively prepared his command for full scale offensive operations . . ." He skillfully placed his warships ". . . to provide coordinated support of land operations to aid the Republic of Korea in her fight against domination and oppression." During his time as CINCPACFLT, Radford met Dwight D. Eisenhower in Korea following the 1952 elections and impressed the president-elect so favorably that "Ike" soon appointed him Chairman of the Joint Chiefs of Staff.

The first naval officer to hold that high office, Admiral Radford served as Chairman from June of 1953 until his retirement on 1 August 1957, winning his fourth DSM. Admiral Radford died at the Bethesda Naval Hospital on 17 August 1973.

(DD-968: d. 7.865; l. 563'; b. 55'; dr. 29'; s. 30 + k.; cpl. 289; a. 25", ASROC, 6 21" tt., Sea Sparrow, LAMPS; cl. *Spruance*)

Arthur W. Radford (DD-968) was laid down on 31 January 1974 at Pascagoula, Miss., by the Ingalls Shipbuilding Division of Litton Industries; launched on 27 February 1975; sponsored by Mrs. Arthur W. Radford, the widow of the late admiral; placed in "special service" on 4 April 1977 upon delivery to the Navy, Comdr. David E. Woodbury in command; and commissioned at her builder's yard on 16 April 1977.

Underway for the east coast that same day, *Arthur W. Radford* was forced to return to her builder's yard for repairs soon thereafter, but got underway again on 30 April. Touching at Charleston on 3 and 4 May, the ship proceeded to her home port, Norfolk, which she reached on the 6th.

Three days later, she sailed for Newport, to provide support for the Naval Surface Warfare Officer Training Command. While the ship proceeded north, a LAMPS helicopter landed on her helo deck to prepare for the possible embarkation of a LAMPS detachment. The helicopter returned to Norfolk later that day, 11 May. Mooring at Newport on 13 May, the destroyer remained there until the 17th, when she headed home. Soon after returning to Norfolk, she conducted gunnery exercises and helicopter operations off the Virginia capes.

The ship headed down the coast on 24 May and reached Port Canaveral, Fla., the following day. After embarking Capt. R. K. Albright, Commander, Destroyer Squadron 22, the destroyer got underway on the 27th and, for the next few days, conducted air, surface, and sub-surface surveillance of the surrounding waters while the President of the United States, Jimmy Carter, observed operations on board the attack submarine *Los Angeles* (SSN-688). The destroyer rendezvoused with the submarine prior to her initial dive and then again when the submarine surfaced. Throughout the operation, she provided support services for local and national press covering the Chief Executive's voyage.

Underway for Norfolk on 31 May, *Arthur W. Radford* reached her home port on 2 June for local operations. While returning from waters off the Virginia capes on 6 June, the ship ran into low-visibility conditions and winds in excess of 90 knots which disabled a radar antennae and literally drove the ship outside of the main shipping channel. At one point her fathometer read only one foot of water under the keel.

Fighting her way back to the channel in the teeth of the gale, *Arthur W. Radford* sighted a capsized motor vessel, *Dixie Lee II*, 300 yards south of Thimble Shoals Channel buoy 21. Unable

to assist due to the shallow water and high winds, the destroyer notified the Coast Guard of bodies seen floating in the water. The destroyer then anchored in Hampton Roads until the wind had dropped and shipping, adrift in the vicinity, had moved off.

Arthur W. Radford then proceeded to the West Indies for training operations—including gunfire support. En route to Frederickstad, St. Croix, in the American Virgin Islands, in late June she conducted further weapons tests. Firing a gunnery exercise at Vieques, Puerto Rico, the destroyer returned to the eastern seaboard with a port visit to Fort Lauderdale, Fla., on Independence Day 1977. Further work in the Bahamas, and at Guantanamo Bay, preceded her return to Charleston, S.C., on the last day of July. She then headed home where she arrived on 3 August.

The ship returned to Pascagoula on 11 September for post-shakedown availability and remained in her builder's hands until she returned to Norfolk in mid-October. Entering the Norfolk Naval Shipyard on 25 October for restricted availability, she remained there into the spring of 1978 before resuming local operations out of her home port. She principally engaged in ship qualification trials and underway training before sailing south to Guantanamo Bay and Vieques for refresher training and gunfire support practice, respectively. Following these evolutions the ship returned to Norfolk on 30 July 1978.

On 23 August, *Arthur W. Radford* got underway from the Naval Weapons Station, Yorktown, Va., and headed for NATO exercises in the North Atlantic. En route, she participated in Exercise "Common Effort," carrying out escort duties in an "opposed Atlantic transit," and briefly embarked Vice Admiral Wesley L. McDonald, Commander, 2d Fleet. Next came Operation "Northern Wedding"—a joint NATO exercise which began on 4 September and involved several carrier groups in an amphibious landing and many other facets of simulated naval warfare. During that operation, *Arthur W. Radford* operated alongside British, Danish, Norwegian, Swedish, West German, and Canadian naval units.

Following the conclusion of "Northern Wedding," the destroyer visited Copenhagen, Denmark; Rotterdam, Holland; and Portsmouth, England. She again embarked Vice Admiral McDonald at Portsmouth on 16 October and wore his flag during the return voyage to Norfolk. The admiral disembarked upon her arrival at Norfolk on 25 October. The warship then operated locally through the winter, varying periods in port of upkeep with underway training.

Arthur W. Radford cleared Norfolk on 13 March 1979, bound for the Mediterranean and a tour with the 6th Fleet. Over the next six months, she participated in a variety of exercises and visited the ports of Catania, Sicily; Split, Yugoslavia; Trieste, Italy; Alexandria, Egypt; Cannes, France; Palma and Barcelona, Spain; the French ports of Toulon and Theoule; and the Spanish ports of Rota and Valencia. During the deployment, the vessel fired her first Harpoon missile in the Mediterranean on 28 July. Her target was the hulk of a destroyer, ex-*Lansdowne* (DD-486) (later the Turkish *Gaziantep*, D-344). *Arthur W. Radford* also participated in Exercise "Multiplex 1-79" in the Ionian Sea; Exercise "Dawn Patrol" in the Tyrrhenian and Ionian Seas; Exercise "Tridente" out of Alexandria; and Exercise "National Week" XXVII, Phases 1 and 2. While en route from Toulon to Theoule, France, she rescued the French ketch, *Laurca*, adrift 50 miles from the French resort of St. Tropez.

Clearing Rota on 12 September, *Arthur W. Radford* reached Norfolk on the 22d. Underway for Miami on 23 October, she served as the platform for deck landing qualifications for helicopter pilots en route, and, after touching at Mayport, Fla., to unload a crippled H-3 helicopter from HSL-30, reached Miami on 27 October for a two-day port visit.

After returning briefly to Norfolk from 31 October to 5 November, the destroyer proceeded to Halifax, Nova Scotia, and participated in a training exercise with American and Canadian warships. During the course of Exercise "Canus-Marcot" she logged her 1,000th helicopter landing of 1979. Returning to Norfolk on 21 November, she remained in port for the remainder of the year 1979.

For the first half of 1980, the warship principally operated off the eastern seaboard of the United States, and ranged as far north as Halifax and as far south as the Caribbean, working briefly out of Vieques and Roosevelt Roads, as well as out of Jacksonville, Fla. During this time, she also visited Annapolis, where Naval Academy midshipmen toured the ship's engineer-

ing plant on an orientation visit. Admiral James L. Holloway, III, the former Chief of Naval Operations, visited the ship as well.

Following a brief period at the Norfolk Naval Shipyard, *Arthur W. Radford* prepared for another extended deployment. She departed Norfolk on 21 June, embarking HSL-34, Detachment 2, and proceeded to Roosevelt Roads, where she embarked Rear Admiral Peter K. Cullins, Commander, South Atlantic Force, and his staff to become Cullins' flagship for UNITAS XXI. Visits to St. Kitts and to Bridgetown, Barbados, followed, before the destroyer sailed for Venezuelan waters.

Over the next four months, *Arthur W. Radford* operated with elements of the Venezuelan, Ecuadorian, Peruvian, Colombian, Trinidad and Tobago, Argentine, Uruguayan, and Brazilian Navies. Her ports of call included Puerto La Cruz and La Guaira, Venezuela; Rodman, Panama; Manta, Ecuador; Paito and Callao, Peru; Cartagena, Colombia; Trinidad and Tobago; Santos, Brazil; Puerto Belgrano, and Bahia Blanca, Argentina; Montevideo, Uruguay; and the Brazilian ports of Rio de Janeiro, Salvador, and Recife. She also transited the Panama Canal twice during UNITAS XXI, the first time on 21 July 1980 and the second on 24 August.

Completing UNITAS XXI on 4 November, *Arthur W. Radford* sailed for Gabon, as a unit of the West Africa Training Cruise (WATC), reaching Libreville, the capital of Gabon, on 12 November. Over the next few weeks, she visited Tema, Ghana; Freetown, Sierra Leone; and Dakar, Senegal. Clearing Dakar on 1 December, the destroyer stopped at Guadalupe and at Roosevelt Roads on the return voyage and arrived at Norfolk on 15 December.

The ship spent the next two years engaged in operations along the east coast and in the West Indies—mostly in underway training out of Norfolk, Roosevelt Roads, and Vieques and in refresher training at Guantanamo Bay. During the summer of 1981, she operated out of Annapolis, training midshipmen. She underwent upkeep at Norfolk and Boston and received an overhaul at her builder's yard. En route to Puerto Rico, the ship had a Coast Guard detachment embarked from 20 to 23 September 1982, and cooperated with the Coast Guard on drug interdiction duties.

For the first few months of 1983, *Arthur W. Radford* operated primarily in the Virginia capes area, but ranged into the Atlantic as far as the Bahamas. After embarking Commander, Destroyer Squadron 26, at Norfolk on 7 March to begin a nine-month period on board, *Arthur W. Radford* hosted Secretary of the Navy John F. Lehman, Jr., on 29 March. A little less than one month later, the destroyer cleared Norfolk on 27 April for a six-month deployment in the Mediterranean.

Touching at Gibraltar on 10 May, *Arthur W. Radford* proceeded to Augusta Bay, Sicily, and thence moved to waters off the coast of Lebanon. After supporting the multinational peacekeeping force in Beirut from 20 to 28 May, the destroyer visited Taranto, Italy, before returning to Lebanese waters for another brief period. During a port call at the Romanian port of Constanta along with guided-missile frigate *Antrim* (FFG-20), the destroyer served as flagship for Vice Admiral William H. Rowden, Commander, 6th Fleet.

Visiting Catania, Sicily; Monte Carlo, Monaco; and Livorno, Italy, *Arthur W. Radford* exercised with 6th Fleet battle groups later that summer, later visiting Gaeta and Naples, Italy. While visiting Istanbul, Turkey, she hosted the retired Army leader and former Presidential advisor General Alexander M. Haig.

Arthur W. Radford returned to the waters off Beirut on 18 September 1983 to assume duty as ready gunfire support ship. She conducted gunfire support missions against forces threatening the peacekeeping force on 21 and 22 September until relieved on station by the battleship *New Jersey* (BB-62) on 8 October. Visits to La Maddalena, Sardinia, and to Tangier, Morocco, rounded out the destroyer's time in the 6th Fleet. Operating briefly with Spanish Navy units en route to the turnover port of Rota, *Arthur W. Radford* cleared Rota on 10 November with the battle group formed around the carrier *Dwight D. Eisenhower* (CVN-69). She arrived at Norfolk 11 days later, remaining there for the rest of 1983.

Arthur W. Radford operated briefly in the Virginia capes area in January 1984 before undergoing an overhaul at the Metro Machine Shipyard at Portsmouth, Va., between 16 February and 27 April. Subsequently undergoing sea trials and repairs in the floating drydock *Sustain* (AFDM-7), *Arthur W. Radford* conducted routine training out of Norfolk through early August.

The destroyer next operated out of Roosevelt Roads and off St. Croix before returning to Norfolk at the end of August and becoming flagship for Destroyer Squadron 10. After then conducting underway training in the Virginia capes area in September and October, *Arthur W. Radford* accompanied the recommissioned battleship *Iowa* (BB-61) to Roosevelt Roads. She later conducted gunfire support exercises off Vieques. Returning northward, the destroyer took part in exercises off the coast of North Carolina before reaching to Norfolk on 20 November.

After local operations, *Arthur W. Radford* sailed for a deployment with the Middle East Force (MidEastFor) on 4 February 1985, in company with *Barney* (DDG-6). Rendezvousing with *Antrim* and *Charles F. Adams* (DDG-2) near Bermuda two days later, and refueling from USNS *Waccamaw* (T-AO-109), the destroyer reached Rota on 16 February. She then visited Naples before heading for Egypt to transit the Suez Canal on 27 February 1985.

The destroyer touched briefly at Mina Raysut, Oman, on 8 March before transiting the Strait of Hormuz the following day and entering the Persian Gulf. After touching briefly at Bahrain, *Arthur W. Radford* got underway on the 14th for the Persian Gulf radar picket station (RPS). Five days into her time on station, she responded to a "Mayday" from the Liberian-flag tanker *Caribbean Breeze* which had been attacked and set afire in the central Persian Gulf. The destroyer provided medical advice over the emergency radio channel and launched a helicopter to render assistance.

Refueling on 25 March at Sitrah Anchorage, Bahrain, *Arthur W. Radford* got underway to resume her radar picket duty later the same day, remaining employed thus until she moored alongside *La Salle* (AGF-3) for availability. The destroyer resumed steaming on radar picket station again on 8 April, also conducting surveillance operations simultaneously. Steaming on radar picket station again on 8 April, also conducting surveillance operations simultaneously.

Arthur W. Radford embarked Rear Admiral John Addams, ComMidEastFor, on 17 April, and served as his flagship until 5 June. During that time, the destroyer served twice on radar picket duties in the Persian Gulf, the first from 17 to 26 April and the second from 23 to 29 June, and once on routine cruising. She visited the Sitrah anchorage twice during this period, and visited Manama, Bahrain, twice.

After Rear Admiral Addams shifted his flag from *Arthur W. Radford*, the ship served two more tours of radar picket duty in the Persian Gulf (6 to 16 June and 20 to 29 June). During the first of these periods, on 7 June, the destroyer's embarked Sikorsky SH-3 "Sea King" helicopter from squadron HS-1 transported a civilian rescued from drowning and in need of medical attention to Bahrain hospital, saving the person's life.

Arthur W. Radford underwent her final upkeep in the Persian Gulf at Mina Sulman, Manama, Bahrain, from 29 June to 4 July, observing Independence Day there before getting underway that afternoon to transit the Persian Gulf for the Strait of Hormuz. She conducted turnover to the destroyer *Comte De Grasse* (DD-974) the following day, and exited from the gulf.

Stopping for fuel at Mina Raysut, Oman, on 8 July, *Arthur W. Radford* transited the Strait of Bab el Mandeb in company with *Antrim* on 10 July, and the two warships conducted freedom of navigation operations off the coast of the Democratic People's Republic of Yemen on the 11th. The destroyer transited the Suez Canal on the 14th, and replenished from the oiler USNS *Neosho* (T-AO-143) that same day. Fueling from USNS *Truckee* (T-AO-144) the following day, *Arthur W. Radford* conducted a port visit to Benidorm, Spain, from 20 to 23 July before reaching Rota on the 24th. Proceeding thence with *Antrim*, *Barney*, and *Charles F. Adams*, the destroyer sailed for Norfolk on 24 July. After visiting Ponta Delgada, in the Azores, and Bermuda, en route, *Arthur W. Radford* reached her home port on 5 August 1985.

The destroyer remained at Norfolk into late October, preparing for a command inspection and operating locally in the Virginia capes operating area. Early in this period, Hurricane "Gloria" prompted *Arthur W. Radford* to depart Norfolk on 13 September 1985, and proceed to the upper Chesapeake Bay anchorage to ride out the storm. The destroyer returned to her home port on 21 September.

Departing Norfolk on 25 October, *Arthur W. Radford* sailed for Nova Scotia, and arrived at Halifax on the 28th. After being briefed for her participation in an exercise, SHAREM 62, the

ship departed Halifax on the following day for Notre Dame Bay, Newfoundland. Transiting the Strait of Belle Isle on the 31st, *Arthur W. Radford* reached her destination on 1 November, and took part in SHAREM 62 until the 6th, when she sailed for Halifax.

Following the post-exercise debriefing, *Arthur W. Radford* sailed for Norfolk, arriving at her home port on 13 November. Moving up the eastern seaboard, the destroyer visited Boston (5 to 8 December) before spending a brief period at Newport serving as Surface Warfare Officer School (SWOS) school ship from 9 to 12 December. *Arthur W. Radford* then returned to the Norfolk area, unloading weapons at Yorktown from 15 to 18 December before conducting a dependents' cruise on the 18th.

The destroyer underwent a restricted availability until late March 1986, running her post-repair trials on 29 and 30 March before proceeding to Yorktown to take on weapons. *Arthur W. Radford* operated locally out of Norfolk into late July, interspersing this work with a drydocking in *Sustain* from 30 May to 17 June, for repairs to her struts and stern tubes, as well as an inspection of her sonar dome. Following refresher training in Guantanamo Bay, the ship touched at Roosevelt Roads before operating at Vieques for gunfire support practice, surface gunnery exercises, and missile shoots. After visiting Fort Lauderdale en route, the ship returned to Norfolk on 12 September.

Arthur W. Radford returned to Guantanamo Bay soon thereafter to embark HSL-36, detachment 6, and then proceeded to Roosevelt Roads, where she arrived on 6 October to load ammunition, to take on fuel, and to embark a Coast Guard law enforcement detachment along with Commander, Caribbean Squadron (ComCaribRon) and his staff. The ship operated in her assigned waters from 6 to 19 October, returning to Roosevelt Roads to debark ComCaribRon and his staff.

Detaching the Coast Guardsmen at Nassau on 22 October at the commencement of the ship's port visit there, *Arthur W. Radford* sailed for Norfolk on the 25th, arriving two days later. As before, her stay in port proved brief, for she got underway on 3 November for the Bermuda operating area for exercises. One day out of Norfolk, she assisted *Preble* (DDG-46) in searching for a crewman who had been lost in the Cape Hatteras area.

Arthur W. Radford conducted her exercises, SHAREM 1-87, before returning to Norfolk on 16 November. With the exception of a period underway in the Virginia capes operating area on 9 and 10 December, *Arthur W. Radford* spent the month of December in port in Norfolk. As of mid-1987, *Arthur W. Radford* was still active in the Atlantic Fleet, homeported at Norfolk.

Artigas

Jose Gervasio Artigas (sometimes seen as Fernando Jose Artigas), regarded as the father of modern Uruguay, was born in Montevideo about 19 June 1764, a scion of one of the leading families in that area of South America. Between 1811 and 1815, he led Uruguay's early efforts to attain independence from Spanish and Portuguese rule and eventually became that nation's first native-born governor. However, his authority was later undermined by intrigues fomented in nearby Buenos Aires and within his own followers, and he was forced to seek exile in nearby Paraguay in 1820. He took no part in the ultimate achievement of independence for his native country (1828) and refused to become, in his twilight years, a figurehead in the civil wars that ensued. Artigas died in exile, at Asuncion, Paraguay, on 23 September 1850, in comparative obscurity.

(ScStr: t. 4,849; l. 399'2"; b. 53'7"; dph. 27'6"; s. 10.5 k.; cpl. 98; a. 1 6")

The steel-hulled, screw steamer *Wiegand*, built in 1911 at Bremen, Germany, by *Bremer Vulkan Vegesack*, operated in the years between 1912 and the start of World War I with the *Roland Linie Aktiengesellschaft*, of Bremen, Germany. After the outbreak of hostilities, the Uruguayan government apparently requisitioned the ship and renamed her *Artigas*.

As the United States expanded its merchant fleet during World War I to meet the additional demands placed upon it, this country entered into negotiations with several foreign governments to acquire shipping. Accordingly, the United States Shipping Board chartered *Artigas* from the Uruguayan government at Montevideo, Uruguay, during the summer of 1918 and subse-

quently turned the ship over to the Navy for use in the Naval Overseas Transportation Service (NOTS).

Artigas was commissioned on 18 June 1918 at Montevideo, Lt. Comdr. John A. Monroe in command, and remained in that port until 1 August, most of that time spent with her engines (damaged by the German crew to prevent the ship's possible use by the Allied and Associated Powers) under repairs. Sailing for Buenos Aires, Argentina, on 1 August, she reached her destination the next day, and over the ensuing months underwent further repairs to her machinery which lasted into the autumn of 1918.

After steaming back to Montevideo with 45 tons of steel plate and unloading that cargo on 11 October, *Artigas* filled her holds with wool and hides early the following month. The armistice, which ended hostilities, found the cargo vessel still at Montevideo.

Underway for Brazilian waters on 20 November, *Artigas* touched at Rio de Janeiro (25-26 November) and Bahia (30 November) before steaming independently to Barbadoes, British West Indies, to disembark passengers on 9 December. She sailed thence for the Virgin Islands and stopped at St. Thomas on 11 December, before getting underway the next day to complete the last leg of her voyage to the United States. The cargo ship made port at New York City on the afternoon of 19 December.

This proved to be the only voyage of *Artigas* under the NOTS aegis, for the Navy decommissioned her at New York on 4 January 1919 and turned her over to representatives of the United States Shipping Board that day.

Artigas retained that name through periods of operation by the Shipping Board, the Uruguayan government, and, finally, the Tramp Shipping Development Co., Ltd., of London, England. Sometime in 1927 or 1928, the ship was acquired by E. G. Culucundis and S. C. Costomeni and sailed under the Greek flag as *Elias G. Culucundis*, homeported at Syra, Greece. Changing hands again, around 1930, to the Atlanticos Steamship Co., Ltd., the ship retained her Greek name until renamed *Argentina* in 1933 or 1934. She then began operations under the aegis of the Tramp Shipping Development Co., (then of Greece) until 1934 when her name disappeared from registers of merchant vessels.

Artisan

One trained to manual dexterity or skill in a trade.

(ABSD-1: dp. 38,500 (lt.) (10 sections); l. 927' (10 sections); b. 256'0"; dr. 9' (lt.), 78' (flooded); height 28' (keel to welldock); inside width 133'7" (clear inside); lifting capacity 90,000 tons; cpl. 690; cl. ABSD-1)

ABSD-1—a 10-section, non-self-propelled, floating drydock—was constructed in sections during 1942 and 1943 by the Everett Shipbuilding Co., Everett, Wash.; the Chicago Bridge & Iron Co., Eureka, Calif.; the Pollack-Stockton Shipbuilding Co., Stockton, Calif.; and the Chicago Bridge & Iron Co., Morgan City, La. Her official commissioning ceremony took place at Everett, Wash., on 10 May 1943, Capt. Andrew R. Mack in command.

The floating drydock made the voyage to the southwestern Pacific in two separate convoys. The two sections constructed on the gulf coast departed Morgan City, La., on 14 July 1943, while the remaining eight sections concentrated at San Francisco before putting to sea on 28 August 1943. The first two sections arrived at Espiritu Santo in the New Hebrides on 24 September, and the west coast sections reached that destination on 2 October. Later that month, the drydock's crew began assembly procedures. On 2 November in the course of assembling the drydock, one of its sections sank, drowning 13 of her crew. By the end of 1943, she was a working drydock of eight sections repairing a variety of Navy ships at Espiritu Santo. In April 1944, *ABSD-1* became a full 10-section drydock when her remaining section was combined with another from *ABSD-2* and was joined to the eight already functioning.

She served in the New Hebrides until mid-April of 1945 at which time she received orders to disassemble and move forward to the big base at Leyte Gulf in the Philippines. *ABSD-1* completed disassembly by the beginning of June and, on the 30th, the first six sections began the voyage—via Hollandia, New Guinea—to Leyte. The remaining four sections took departure on 7 July. The first echelon arrived at Manicani Bay, Samar Island, on 27 July, and assembly began three days later. On 2

August, the rest of the drydock entered Manicani Bay and, by mid-September, all 10 sections had been joined together. The floating drydock resumed her repair work soon thereafter, and it continued through February of 1946. On 28 February 1946, she undocked four yard craft and began preparations for inactivation. *ABSD-1* was decommissioned on 31 May 1946.

She remained in the Philippines through the summer and fall of 1946. During that time, in August 1946, the advanced base sectional dock was reclassified a large auxiliary floating drydock and was redesignated *AFDB-1*. Sometime after November of 1946, her sections were towed from the Philippines to Pearl Harbor where they were placed in reserve. Her inactivity lasted almost exactly five years. She was recommissioned at Pearl Harbor on 2 June 1951, Capt. O. J. Stien, USNR, in command. Later that month, she was towed, in sections, to Guam in the Marianas where the Navy was improving another repair facility in fairly close proximity to the combat zone in the year-old Korean conflict. Reporting for duty on 26 June 1951, she was not completely assembled and ready for duty until the beginning of March 1952.

Active at Apra Harbor not quite three years, *AFBD-1* was out of commission again and back in reserve by January of 1955. She remained inactive at Guam for a little more than 15 years. In 1970, five of her sections were moved to Subic Bay in the Philippines where the floating drydock was placed in service once again on 17 November 1970. Her third period of active service proved to be her longest lasting almost 16 years. On 7 June 1979, she was named *Artisan*. In October of 1986, *Artisan* was placed out of service, and her name was struck from the Navy list. In March of 1987, however, *Artisan* received a reprieve when her name was reinstated on the Navy list.

Artmar III

(MB: t. 32 (gross); l. 64'0"; b. 12'0"; dr. 3'6" (mean); s. 11 k.; cpl. 6; a. 1 1-pdr., 1 mg.)

Artmar III—a wooden-hulled motorboat built in 1912 by F. S. Nock, boatbuilder, of East Greenwich, Rhode Island—was acquired by the Navy from C. M. Dunbar on 22 May 1917. Assigned the identification number SP-408, *Artmar III* was commissioned on 24 May 1917, Ens. Edward E. Silvey, USNR, in command.

During the remainder of World War I, *Artmar III* performed local patrol duties out of the section base at New Bedford, Mass., until two weeks after the armistice of 11 November 1918.

Decommissioned on 18 February 1919 and struck from the Navy list on 11 April of the same year, *Artmar III* (sometimes referred to simply as *Artmar*) was withdrawn from the sale list on 12 April; allocated to the Customs Service, Treasury Department; and turned over to the Coast Guard at Newport, R.I., on 15 September 1919. On 16 December 1919, *Artmar* was renamed *Dash*. Over the next four years, except for brief periods spent out of commission (presumably for repairs or alterations), the craft served on permanent stations at Buzzard's Bay, Mass., and Charleston, S.C., before being renamed *AB-5* on 6 November 1923.

AB-5 departed from Charleston on 1 April 1924 and proceeded to the Coast Guard Depot, South Baltimore, Md., for engine tests. Completing repairs by 6 September, the harbor launch next shifted to the Nation's capital and, together with the tug *Apache*, patrolled the races held by the Capital and Corinthian Yacht Clubs of Washington, D.C.

Returning to Charleston on 20 November 1924, she relieved *AB-7* (the former *Lookout* and *Miss Anne II* (SP-657)), on station. On the day before Christmas 1924, *AB-5* received heavy damage and apparently performed little active service over the next nine years. The next time she is mentioned in records comes in a Headquarters, United States Coast Guard letter of 13 June 1933 to the Commander of the Jacksonville (Fla.) division, directing the transfer of *AB-5* to Base 6, Ft. Lauderdale, Fla., for decommissioning at the "earliest possible date."

Surveyed at Base 6 on 23 July 1933, *AB-5* was sold to A. P. Crooks of Ft. Lauderdale on 19 September 1933.

Arundel

The School of Instruction for the Revenue Cutter Service was established in 1900 on the shore of Arundel Cove, off Curtis Bay,

below Baltimore, Md. In 1910, this school was moved to New London, Conn., and is now the Coast Guard Academy.

(CGC: dp. 145; lbp. 102'; b. 20'5" (wl.); dr. 8'6"; s. 9 k.)

Manhattan—a cutter built for the Revenue Marine in 1872 and 1873 at Chester, Pa., by Charles A. Weidner—was placed in commission at New York late in May 1873. She patrolled the waters of New York harbor and, later, in Long Island Sound until late August of 1874. She set sail for Boston on 25 August and arrived there four days later. Late in July of 1875, *Manhattan* was transferred to the station at Ogdensburg, N.Y., located well up the St. Lawrence River. That assignment proved to be very brief for, on 2 August, she received orders to Oswego, N.Y., located on the southern shore of Lake Ontario; and the cutter arrived there on 20 August. She returned to Ogdensburg late in November 1875 and was laid up at that port on 30 November 1875.

In mid-May 1876, *Manhattan* was recommissioned at Oswego. For the next seven years, the cutter spent her summers patrolling the waters of the St. Lawrence River and Lake Ontario between Ogdensburg and Niagara. In wintertime—normally from 30 November to sometime in May—she was out of commission either at Ogdensburg or Oswego. Recommissioned in the summer of 1883, *Manhattan* got underway on 21 August and, after a stop at New York, she arrived at Fort Monroe, Va., on 17 September. The cutter operated at Fort Monroe until late in December when she headed for Baltimore, Md. She arrived at that port on Christmas Day 1883. On the last day of 1883, the ship was placed out of commission at Baltimore.

Early in March 1885, the cutter was put up for sale at Baltimore. The highest bid, however, was substantially less than half of her appraised value, and she was withdrawn from the market. Between late July and early November, *Manhattan* was loaned to the Marine Hospital Service for duty as quarantine boat at the Virginia capes. In November, she was returned to the Revenue Marine.

Recommissioned again on 29 April 1886, the cutter departed Baltimore for Whitestone, N.Y., that same day and arrived at her destination on 4 May. For much of the remainder of her long career, she operated at various locations in the environs of New York City. For the most part, the cutter served on harbor anchorage patrol, but she also provided patrol services to various civilian regattas and races held around New York and in Long Island Sound.

On 6 April 1917 when the United States entered the war against Germany, *Manhattan*, along with the rest of the recently reorganized and renamed Coast Guard, was transferred to Navy jurisdiction. Her duties and station, however, remained unchanged. *Manhattan* spent the war months patrolling the New York anchorage. After almost a year under Navy auspices, she was renamed *Arundel* on 1 April 1918. On 28 August 1919, *Arundel* was returned to Coast Guard jurisdiction but continued to patrol the New York anchorage until 1 January 1923. At that time, she was reassigned to duty as station ship at Baltimore. She served in that capacity until 28 April 1928 when she was sold to Mr. George Johnson of Baltimore.

Arundel, Anne, see *Anne Arundel* (AP-76).

Arval

(MB: t. 49; l. 75'; b. 14'; dr. 10' (forward); s. 11 k.; cpl. 7; a. 2 1-pdrs.)

Arval (SP-1045)—a motorboat constructed in 1911 at Stamford, Conn., by the Stamford Motor Co.—was acquired by the Navy on free lease from Mr. Donald N. Test on 1 November 1917 and was placed in commission at Chicago that same day, Ens. Franklin Smith, USNR, in command.

She departed Chicago on the day of her commissioning and arrived in Charleston, S.C., on the 7th. She was assigned to the 6th Naval District section patrol and was based at Wilmington, N.C. *Arval* patrolled the coastal waters of North Carolina through the remainder of World War I. In January 1919, she moved north to New York. She was placed out of commission and returned to her owner on 27 February 1919, and her name was struck from the Navy list on that same day.

Arvilla

(MB: t. 11; l. 46'0"; b. 10'6"; dr. 3½"; s. 12 mph.; cpl. 7; a. 1 1-pdr., 1 mg.)

Arvilla (SP-752)—a motorboat built at Wilmington, Del., by Joe Fellows—was acquired by the Navy on 24 June 1917 on free lease from her owner Mr. Harry Fisher of San Diego, Calif. She had been commissioned more than a month earlier on 5 May 1917.

She was assigned to section patrol duties in the San Diego harbor and environs under the Commandant, 12th Naval District. While patrolling on 2 August 1917, *Arvilla* was rammed by the fishing vessel *Higo*. She sank but was raised and repaired. Returned to duty, she served through the end of World War I. Apparently, she was decommissioned sometime in January 1919. On 12 March 1919, *Arvilla* was returned to her owner, and her name was struck from the Navy list.

Arvonian

(ScStr: dp. 2,774; l. 331.3'; b. 47.6'; dr. 20.1'; cpl. 105; a. 3 4", 3 12-pdrs., 2 .30-cal. mg., 4 18" tt.)

The steel-hulled, screw steamer *Arvonian*—built in 1905 at Stockton, England, by Richardson, Duck and Co.—was turned over to the United States Navy on loan by the British Admiralty "for war purposes" at the Admiralty Dockyard, Devonport, England, on 27 November 1917 and commissioned that same day, Comdr. David C. Hanrahan in command.

Arvonian—her crew composed of volunteers from American warships in European waters—was fitted out at Devonport and conducted ship's drills in Plymouth Sound. On 18 December, the ship was renamed *Santee* and she got underway for Queenstown (now Cobh), Ireland. She arrived on the 19th and resumed fitting out for service as a decoy, or "Q" ship.

At 1600 on 27 December, *Santee* sailed from Queenstown for Bantry Bay, Ireland, to carry out exercises. She was south of Kinsale at 2045, when a lookout spotted an approaching torpedo. Before he could report, the weapon struck *Santee's* port side just abaft the engine room bulkhead. The ship was plunged into darkness. Comdr. Hanrahan ordered his men to battle stations and sent away the "panic party," those sailors who played the role of a crew precipitously abandoning their sinking vessel. They left the ship, as Hanrahan later reported, in "fine panicy [sic] style." This ruse was an attempt to lure the enemy to the surface. Visibility was good, but the submarine did not show herself.

Two and one-half hours elapsed before Hanrahan called in the starboard lifeboat; and, a short time later, he radioed the Commander in Chief, Coast of Ireland, informing him of the condition of the ship. Destroyers and tugs were dispatched to her aid from the Irish coast. The damaged *Santee* was taken in tow, and reached Queenstown at noon on the 28th. *Cummings* (Destroyer No. 44) and *Sterett* (Destroyer No. 27) aided in picking up the remaining boats from *Santee's* "panic party."

Repairs at Queenstown lasted through January. *Santee* was towed to Plymouth and thence to Devonport where she arrived on 8 February. She was decommissioned on 8 April 1918 and returned to the Admiralty and resumed her former name, *Arvonian*. The ship apparently remained in the hands of the Royal Navy until sold to commercial interests in March, 1919.

Ascella

A star of the third magnitude located in the constellation Sagittarius.

(AK-137: dp. 4,023; l. 441'6"; b. 56'11"; dr. 28'4" (lim.); s. 12.5 k. (tl.); cpl. 201; a. 1 5", 1 3", 2 20mm.; cl. *Crater*; T. EC2-S-C1)

SS *George C. Yount* was laid down on 7 January 1943 at Wilmington, Calif., by the California Shipbuilding Corp. under a Maritime Commission contract (MCE hull 708); launched on 4 February 1943; sponsored by Mrs. E. Rickenbacker; delivered to the American President Lines, for operation by a civilian crew under a War Shipping Administration contract; acquired by the Navy on a bare-boat basis on 30 November 1943; modified by the

Matson Navigation Co., at San Francisco, Calif., to prepare her for naval service; renamed *Ascella* and designated AK-137 on 14 December 1943; and commissioned at Hunters Point, Calif., on 7 January 1944, Lt. Comdr. Alexander Kusebach, USNR, in command.

Two days after commissioning, the cargo ship arrived at the Naval Supply Depot, Oakland, Calif., to load stores, provisions, and ammunition. Following brief shakedown training, she departed San Francisco on 21 January. Nine days later, *Ascella* entered port at Pearl Harbor and began discharging her cargo. On 3 February, she shifted berths and began loading supplies bound for the Army occupation garrison on newly won Kwajalein in the Marshall Islands. A week later, the vessel put to sea and, after a nine-day voyage, entered the lagoon at Kwajalein. She spent the remainder of February unloading her cargo before departing Kwajalein on 3 March. After interrupting her voyage at Pearl Harbor to drop off three landing craft for repairs, the ship returned to the Naval Supply Depot, Oakland, on the 23d. There she took on another load of supplies, embarked 83 Navy men for passage to Hawaii, and stood out of San Francisco Bay. She entered Pearl Harbor on 10 April and began a four-day visit during which her passengers disembarked and she loaded ammunition and armory equipment. On 14 April, *Ascella* set sail for the Marshall Islands with another 44 passengers embarked.

Upon her arrival in Majuro Lagoon, the cargo ship began replenishing the warships of Task Force (TF) 58. During her sojourn there, she also provided berthing spaces for her officer passengers until the middle of the first week in May. On 6 June, she took on board 47 marines for passage to Roi Island at Kwajalein, where the ship remained and loaded defective ammunition and empty shell cases until 21 June. On that day, *Ascella* embarked 51 Navy passengers and weighed anchor for Hawaii. She stopped at Oahu from 30 June to 3 July to debark 24 of her passengers and unload her cargo. Another eight days at sea preceded her 11 July arrival back at San Francisco.

After disembarking the remaining 27 passengers, the ship started loading dry stores and provisions bound for the fleet in the Central Pacific. She got underway on 24 July and reached Pearl Harbor on 1 August. During the next two days, the cargo ship debarked passengers and took on mail bound for the Central Pacific. Returning to sea on the 3d, *Ascella* resumed the voyage west and stood into the lagoon at Eniwetok Atoll on 15 August for a month's visit. In addition to serving as station stores ship issuing supplies to various units of the fleet, she also provided berthing spaces for transient sailors. After transferring what remained of her cargo to *Silica* (IX-151) on 11 September, *Ascella* embarked 53 hospital patients for transportation to Hawaii on 16 September and began the voyage that same day. She reached Pearl Harbor on the 25th, exchanged her patient-passengers for 56 California-bound sailors, and continued on her way on the 27th. On 6 October, the ship pulled into San Pedro, Calif., and disembarked her passengers.

Three weeks of voyage repairs and cargo loading operations followed her return to the California coast. She got underway again on the 27th to carry supplies, this time to the fleet in the southwestern Pacific. *Ascella* made a stop at Pearl Harbor to take on fuel and water before continuing on to her first destination, Finschhafen, New Guinea. She arrived at that port on 23 November but remained only a few hours. Two days later, the cargoman hauled into Seeadler Harbor at the island of Manus in the Admiralties. Her stay there brought more provisioning duty and lasted until 15 December. On that day, the ship cleared Manus for a run to the Palaus and the Carolines. Following stops at Kossol Passage and at Ulithi, she departed the latter port on 10 January 1945 and shaped a course for New Zealand. *Ascella* moored at Princess Dock, Auckland, on 24 January. Another consignment of general stores and provisions hoisted on board, she steamed out of Auckland on 1 February. The cargo ship delivered supplies to Noumea, New Caledonia, between 5 and 9 February and, with another group of passengers embarked, resumed her voyage. *Ascella* entered Seeadler Harbor once more on 16 February and discharged supplies and passengers. Having exchanged one group of passengers for another, the ship returned to sea on the 24th.

Ascella and her passengers were bound for the same duty station, Ulithi Atoll in the Carolines. They arrived there on 28 February, and the cargo ship began her last assignment of World War II. Throughout the final campaigns—Okinawa and the 3d/5th Fleet's air assault on the Japanese home islands—the cargo ship

remained at Ulithi issuing stores and provisions to the warships prosecuting those actions. One mission—a round-trip voyage from Ulithi to Pearl Harbor and back in late July and early August—interrupted her service in the lagoon. Her assignment as station stores ship at Ulithi ended nine days after the formal surrender of Japan. On that day—11 September 1945—she weighed anchor for similar duty at Okinawa in the Ryukyu Islands. After duty at Okinawa from 16 September to 23 October, *Ascella* moved on to Samar in the central Philippines where she issued stores and provisions from 5 November to 24 December. Forced to get underway on Christmas Eve Day, she celebrated the holiday at sea before entering Shanghai, China, on the 30th. The cargo ship served as an accommodation ship at Shanghai through the first week of April 1946. On 10 April, she departed Shanghai and headed for the Marianas. *Ascella* performed some unspecified duty at Guam for about three weeks between 16 April and 5 May.

On the latter day, the ship weighed anchor and set sail for the United States. Following 18 days at sea, she arrived back in San Francisco on 22 May. Later, she moved to Stockton, Calif., where she loaded provisions before getting underway on 29 June for Hawaii. She arrived in the Pearl Harbor Naval Shipyard on 6 July and began inactivation procedures. *Ascella* was placed out of commission at Pearl Harbor on 13 August 1946. There, she remained until the spring of 1947 when she was towed to San Francisco to be returned to the Maritime Commission. Her name was struck from the Navy list on 22 May 1947, and she was transferred to the Maritime Commission for layup with the National Defense Reserve Fleet at Suisun Bay, Calif. She remained there under her merchant name, *George C. Yount*, until the mid-1960's.

Ascension

A British island located in the South Atlantic 700 miles northwest of St. Helena. During the exile of Napoleon, the Royal Navy built a station on Ascension. The island is the site of an international cable station; during World War II an airport was built there for patrol flights and as a refueling stop for transatlantic flights to Africa, southern Europe, and the Middle East. These aviation facilities figured prominently in the war between Great Britain and Argentina in the spring of 1982. The name was borne by a merchant ship of the City of London, which participated in the fight against the Spanish Armada in 1588.

(PF-74: dp. 1,430; l. 304'0"; b. 37'6"; dr. 12'0" (mean); s. 20 k.; cpl. 120; a. 3 3", 4 40mm., 8 20mm., 2 det., 4 dep., 1 dep. (hh.); cl. *Tacoma*; T. S2-S2-AQ1)

The unnamed frigate PF-74—originally classed as a gunboat, PG-182—was laid down on 30 April 1943 at Providence, R.I., by the Walsh-Kaiser Co., Inc., under a Maritime Commission contract (MC hull 1656); assigned to the United Kingdom under lend lease on 10 June 1943; launched on 6 August 1943; sponsored by Mrs. A. A. Kirby; and transferred to the Royal Navy on 24 November 1943. First named *Hargood*, the ship had been renamed *Ascension* by the time she was accepted by the British and was assigned the "pendant number" K.502.

Following initial trials and "work up" in the waters off Casco Bay, Maine, *Ascension* conducted her shakedown training out of Bermuda before proceeding on to the British Isles. She reached Ardrossan, on the Firth of Clyde, at the end of March for the installation of British items of equipment. Assigned to the 5th Escort Group—which operated from Londonderry, Ireland—*Ascension* helped to escort three convoys between Londonderry and Gibraltar over the next few months and returned from the third voyage on 17 September 1944.

Assigned to the 17th Escort Group, as the senior officer's ship, *Ascension* operated in the northwest approaches to the Irish Sea, as well as in the western reaches of the English Channel, until hostilities with Germany ceased in the spring of 1945. On 10 November 1944, *Ascension* cleared Scapa Flow, in the Orkneys, with four other frigates to sweep waters between the Shetlands and Faroes and to cover the return of a convoy from Russian waters. Late in the patrol, on 25 November, a Norwegian-manned "Sunderland" flying boat picked up a radar contact 120 miles west of the Shetlands. Shortly after the ships of the 17th Group arrived to investigate, *Ascension's* ASDIC picked up a U-boat.

Ascension, in company with *Moorsom*, launched "hedgehog" attacks. Projectiles from the two ships proved lethal and sent U-322 to the bottom.

With the defeat of Hitler, *Ascension* and some of her sister ships were eyed for dispatch to the Far East and were to be extensively refitted to serve as "fighter direction ships," with updated radars and "Squid" antisubmarine mortars. These ships were not well suited for service in the tropics (inadequate ventilation frequently created intolerable living conditions) and the Admiralty decided to retain them in home waters. Laid up in reserve at Dartmouth, England, in mid-June, 1945, *Ascension* was reactivated in April 1946 for her return to the American Navy.

Departing her old wartime base at Londonderry for the last time on 17 April 1946, *Ascension* sailed for the United States and arrived at the New York Naval Shipyard on 17 May. Decommissioned and returned to the United States Navy on 31 May, the now-unmanned PF-74 was declared surplus on 8 October. Stricken from the Naval Vessel Register on 29 October 1946, the former frigate was sold to the Hudson Valley Shipwrecking Corp., Newburgh, N.Y., on 16 October 1947. Removed from naval custody on 7 November 1947, she was broken up for scrap by December 1948.

Ascutney

A mountain in Vermont whose name is an Algonquin Indian term meaning "fire mountain."

(SwGbt: t. 974; l. 205'; b. 35'; dph. 8'6"; dr. 6'8"; cpl. 102; a. 2 100-pdr. r., 4 9" sb., 2 24-pdr. how., 2 12-pdr. how.; cl. *Sassacus*)

Ascutney—a wooden-hulled, side-wheel gunboat ordered by the Navy in the autumn of 1862—was launched on 4 April 1863 by G. W. Jackson at Newburyport, Mass., on 4 April 1863. Delivered to the New York Navy Yard in June 1863, she was commissioned on 28 July 1864, Lt. Comdr. William Mitchell in command.

On 1 August 1864, Secretary of the Navy Gideon Welles ordered Mitchell to "... visit the fishing grounds on the eastern coast [of the] French Islands, in the Bay [Gulf] of St. Lawrence ..." to seek the steamer *Electric Spark*, a prize of CSS *Florida*, thought to have been sent there. However, some now-unknown problem prevented *Ascutney* from undertaking this mission; and, three days later, Welles instructed Mitchell to bring his ship to Washington en route to duty with the North Atlantic Blockading Squadron.

The steamer arrived at Beaufort, N.C., on 21 August and, two days later, sailed for waters off Wilmington. Assigned to the outer cordon of blockaders attempting to seal off that vital Confederate port, *Ascutney* was the first Union warship to encounter *Tallahassee* when—at 4:30 a.m. on the morning of 25 August—a lookout sighted that Confederate raider which Comdr. John Taylor Wood, CSN, was bringing back to Wilmington at the end of a highly destructive 19-day cruise. Mitchell immediately gave chase, but the Southern ship's speed—17 knots—enabled her to slip away with ease. To make matters worse, *Ascutney's* engine broke down, taking the gunboat out of the race.

Following a survey, the gunboat was towed to the Washington Navy Yard where she was decommissioned on 22 September 1864. Extensive repairs kept her in ordinary through the end of the Civil War.

Finally recommissioned on 19 October 1865, *Ascutney* was stationed at the Washington Navy Yard and carried cargo and passengers in the Chesapeake Bay area and along the Atlantic coast between New York City and the Virginia capes. Decommissioned at Washington on 1 August 1868, she was sold on 28 October 1868 to John Roach. Since the ship's name did not appear on subsequent lists of merchant vessels, and since Roach was then embarking upon an extensive shipbuilding program, it is reasonable to conclude that she was scrapped for her materials.

Ash

A genus of trees of the olive family characterized by pinnate leaves; gray branchlets; and thin, furrowed bark.



Ash (YN-2) underway circa 1941, in Measure 1 camouflage—dark gray with light gray mast tops. Note the specially designed lifting “horns” forward, as well as the heavy boom at the foremast. (80-G-45027)

(YN-2: dp. 700 (f.); l. 151'8"; b. 30'6"; dr. 10'6"; s. 14 k.; cpl. 40; a. 1 3"; cl. *Aloe*)

Ash (YN-2) was launched on 15 February 1941 at Houghton, Wash., by the Lake Washington Shipyards, Inc., and was placed in service on 1 July 1941, Lt. Charles E. Ide, USNR, in charge.

The net layer served briefly in San Francisco Bay laying out net bouys and tending nets until 20 August when she headed for the Hawaiian Islands and duty in the 14th Naval District. *Ash* arrived at the section base at Bishop's Point on the island of Oahu on 28 August and began working on the nets that protected Pearl Harbor. She was at the Bishop's Point section base when the Japanese attacked American warships and installations at Pearl Harbor on the morning of 7 December 1941. Though she fired sporadically at some of the enemy planes during the two hours of the attack, she claimed no kills and suffered neither casualties nor damage.

Following the attack, the ship served at Pearl Harbor through the end of the war. Redesignated AN-7 on 20 December 1942, she was placed in full commission that same day, Lt. J. H. Russell, USNR, in command. *Ash* continued to operate in the Pearl Harbor area until 11 May 1946 when she got underway for San Francisco. The net layer was moored at the Mare Island Naval Shipyard until 1 November when she got underway for Vancouver, Wash. She was placed out of commission there on 13 December 1946 and remained in reserve until 1 September 1962 when her name was struck from the Navy list. She was then transferred to the Maritime Administration for lay up with the National Defense Reserve Fleet at Olympia, Wash. She stayed there until sold on 14 May 1971 to I. D. Logan for scrapping.

Asheboro

The county seat of Randolph County, North Carolina, initially settled by German immigrants around 1740. Chartered in 1796, the city was named in honor of the Honorable Samuel Ashe (1725–1813), the ninth governor of North Carolina (1795–1798), a Harvard-educated jurist who became an “early and zealous adherent of the colonial cause.”

(PC-822: dp. 375 (tl.); l. 173'8"; b. 23'0"; dr. 6'6"; s. 22 k.; cpl. 80; a. 1 3", 1 40mm., 2 20mm., 2 dct., 4 dcp.; cl. *PC-592*)

PC-822 was laid down on 26 October 1943 at Sturgeon Bay, Wis., by the Leathem D. Smith Shipbuilding Corp.; launched on 27 December 1943; sponsored by Mrs. William C. McMahon, the wife of the Navy's inspector of ship construction at the builder's yard; and commissioned at New Orleans on 2 June 1944, Lt. John P. Fishwick, USNR, in command.

Arriving at Miami, Fla., on 15 June 1944, *PC-822* conducted her shakedown training from the Submarine Chaser Training Center, Miami, and sonar training out of Key West, Fla., until leaving that port on 27 July to escort convoy KN-328 to New York. After reaching her destination on 1 August, *PC-822* sailed south on the 14th and proceeded along the eastern seaboard, escorting convoy NG-453 to Guantanamo Bay. She reached Cuban waters on the 21st and got underway again five days later to shepherd Convoy GN-153 back to New York. After reaching that port on 1 September, *PC-822* escorted the freighter *Sea Owl* to Key West.

Routed onward to the Canal Zone, she reported for duty with the Panama Sea Frontier on 17 September. *PC-822* spent the

rest of 1944 engaged in convoy escort operations, shuttling ships between Guantanamo Bay and the Canal Zone.

This routine continued into February 1945 when *PC-822* received a special escort mission. She departed the Canal Zone on 2 March 1945 in company with *Halibut* (SS-232)—veteran of 10 successful war patrols and a recipient of the Navy Unit Commendation—which was on her way to decommissioning at Portsmouth, N.H., where she was to serve as a damage control school vessel. Turning over her charge to *PC-1147* on 7 March, *PC-822* proceeded on to Key West.

PC-822 underwent overhaul at Miami and refresher training at Key West before returning to the Canal Zone for local operations out of Coco Solo. During the first two weeks of August 1945 she conducted antisubmarine exercises out of Balboa with surface ships submarines, and patrol craft. She returned to Coco Solo on V-J Day; after hunter-killer exercise with *Clamagore* (SS-343) she returned to Balboa for antisubmarine exercises and patrol duty. On 20 September, at San Miguel Bay, Panama, she rescued six crew members of a distressed Ecuadorian sailing vessel.

On 7 May 1946 *PC-822* departed Coco Solo for Charleston. Her orders were changed en route, and she arrived at Miami for overhaul before proceeding to West Palm Beach, Florida, for duty as a naval reserve training ship. Placed out of commission on 12 July 1946, she was placed "in service" under the 7th Naval District. As a training ship, she made voyages to ports along the Atlantic and gulf coasts until 28 April 1950, when she was placed in reserve at Norfolk.

PC-822 was named *Asheboro* on 15 February 1956, but never resumed active service. Her name was struck from the Navy list on 1 April 1959. She was sold sometime between 1 October 1959 and 1 January 1960.

Asher J. Hudson

(Tug: t. 136; l. 92' (reg.); b. 21'; dr. 10'3" (mean); s. 11 k.; cpl. 17; a. 2 3-pdrs., 1 mg.)

The iron-hulled, single-screw steam tug *Asher J. Hudson*—completed in 1891 at Camden, N.J., by John H. Dialogue and Sons—was inspected in the 8th Naval District on 1 July 1918

and, on the 24th, was ordered taken over by the Navy. Accordingly acquired from the Alabama Coal Transport Co. of New Orleans, La., *Asher J. Hudson*—classified as SP-3104—was commissioned at the Naval Station, New Orleans, on 1 August 1918, Ens. Alva Carlton, USNRF, in command.

The tug stood downriver from New Orleans on the following afternoon and reached her assigned section base at Burrwood, La., on the morning of the 3d. That afternoon, she tried out her recently installed minesweeping gear and, on the 5th, swept the approaches to the southwest pass of the Mississippi River, in company with *Barnett* (SP-1149). During the remainder of August, *Asher J. Hudson* conducted five sweeps, in company with *Barnett*, of the important passes of the shipping lanes leading to the "Father of Waters."

Asher J. Hudson maintained this routine of sweeping and patrol operations through the armistice of 11 November 1918 that stilled the guns of World War I, interspersing her active periods with upkeep at the section base of Burrwood or the naval station at New Orleans.

Detached from the "minesweeping flotilla" of the 8th Naval District on 6 December 1918, *Asher J. Hudson* was relegated to the simple duties of a district tug. Records indicate that the vessel—classified as YT-37 on 17 July 1920 during the fleet-wide assignment of alphanumeric hull designations—sank on 28 October 1920 from an undetermined cause while alongside a pier at the naval station at New Orleans. Although she was raised later and renamed *Yuma* on 24 November 1920, she apparently never resumed active service. Listed as decommissioned on 30 March 1921, *Yuma* was sold to the Crown Coal and Towing Co., New Orleans, on 5 August 1921. Her name was simultaneously struck from the Navy list.

Reverting to her original name, *Asher J. Hudson*, the tug performed towing services for another three decades, first with the Crown Coal and Towing Co., and later with the Sabine Towing Co., of Port Arthur, Tex. Her name disappeared from merchant registers about 1963.

Asheville

A city in western North Carolina, and the seat of Buncombe County.



Asher J. Hudson (SP-3104) at New Orleans, circa 1918. Note the carved eagle on the foremast, just forward of the bridge, a typical decoration for craft of that type at that time. (NH 96654)



Asheville (PG-21), awnings spread to combat the sun's heat, lies at anchor in the Canal Zone, while serving with the Special Service Squadron in the late 1920's. Note her tall stack, and tall masts (to support the antennae at the height necessary to extend the range of the primitive radio equipment in use at that time). The wind sail rigged aft provided some comfort for the crew below decks, especially in the tropics, in the days before forced draft ventilation. (80-G-1034878)

I

(Gunboat No. 21; dp. 1,575; l. 241'2"; b. 41'3"; dr. 12'9"; s. 12 k.; cpl. 162; a. 3 4", 2 3-pdrs., 2 1-pdrs., 4 .30-cal. mg., 2 3" field guns; cl. *Asheville*)

The first *Asheville* (Gunboat No. 21)—a single-screw, steel-hulled gunboat—was laid down on 9 June 1918 at the Charleston (S.C.) Navy Yard; launched on 4 July 1918; sponsored by Miss Alynne J. Reynolds, daughter of Dr. Carl V. Reynolds, MD, a prominent citizen of Asheville; and commissioned on 6 July 1920, Lt. Comdr. Elliot Buckmaster—who would later command the carrier *Yorktown* (CV-5) during World War II—in temporary command. One week later, on 13 July, Comdr. Jesse B. Gay relieved Lt. Comdr. Buckmaster.

Assigned to Cruiser Division 1, Cruiser Squadron 1, Atlantic Fleet, for temporary duty at the outset of her career, the new gunboat departed her builder's yard for Galveston, Tex., on 7 October 1920. Developing an engine casualty en route, however, *Asheville* put into Key West for repairs before proceeding on to her destination. She was based at Galveston for the next six months, operating in the Gulf of Mexico and making port visits at Tampa and Key West, Fla., several times during the course of that period. She also visited Havana, Cuba, from 4 to 7 January 1921.

At one point during her stay at Galveston, an oil tanker nearby caught fire and exploded. *Asheville* rendered prompt assistance in evacuating injured men, providing medical aid, and in preventing the blaze from spreading to nearby ships and docks.

Following overhaul, *Asheville* departed Galveston on 12 May 1921 for Charleston, where she arrived on 19 May and stayed for over a month. She was then drydocked during her stay at Norfolk from 25 June to 2 July, and conducted various trials off

Provincetown, Mass., before she visited that port on Independence Day, 1921. She then visited New York City (10 to 25 July) before she proceeded back down the eastern seaboard to pay return calls at Norfolk and Charleston, undergoing repairs and alterations at the latter.

Asheville—now assigned to the Special Service Squadron—then departed Charleston on 17 August 1921 for Havana, arriving there on the 20th. Although slated to relieve *Sacramento* (PG-19) on the east coast of Mexico, *Asheville* was ordered to proceed "without delay" to Nicaragua, as the Commander, Special Service Squadron had received word on 26 August of a revolution in that country. The gunboat sailed thence for Bluefields, Nicaragua, where she arrived on 29 August 1921. *Asheville* "showed the flag" briefly at Bluefields; and, since the government had suppressed the revolution, the gunboat sailed for Port Limon, Costa Rica, where she visited briefly before steaming to her new base at Cristobal, Canal Zone, which she reached on 8 September.

She departed the following day, and paid a return visit to Bluefields (11 to 13 September) and to Port Limon (14 to 22 September) before she returned to Cristobal on 23 September and commenced her first transit of the Panama Canal, reaching Balboa later the same day.

Asheville spent the next few months operating off the Pacific coast of Central America, her ports of call including Punta Arenas, Costa Rica; Puna and Guayaquil, Ecuador; Talara, Peru; Corinto, Nicaragua; and La Union, El Salvador. In early January 1922, *Asheville* carried the governor and physicians to the port of La Palma, to alleviate the suffering in the wake of floods that had devastated the region of Darien. Arriving on the morning of 7 January 1922, *Asheville* carried out relief work at La Palma until departing the following day to return to Balboa.

Transiting the Panama Canal again on 10 January 1922, *Asheville* paused briefly at Guantanamo Bay (17 to 18 January)

before she pressed on the Charleston, reaching that port on 25 January 1922. On 11 February 1922, the gunboat was detached from the Special Service Squadron. During April and May 1922, *Asheville* underwent conversion from a coal-burning vessel to an oil-burning one—the first of her type to be so altered—and within a month of her leaving the navy yard had won the engineering trophy for ships of her class.

On 5 June 1922, *Asheville*—now commanded by Comdr. James O. Richardson—departed Charleston, and sailed to join the Asiatic Fleet via the Mediterranean. After calling at Bermuda and the Azores en route, *Asheville* reached Gibraltar on 2 July, and celebrated Independence Day there, clearing that port on 5 July for Valetta, Malta, which she reached on 10 July 1922. Steaming thence to Alexandria, Egypt, where she visited from 17 to 23 July, *Asheville* then transited the Suez Canal on the 24th and then visited a succession of ports—Aden, Arabia (from 31 July to 3 August 1922); Bombay, India (10 to 15 August); Colombo, Ceylon (19 to 24 August); and Singapore, Straits Settlements (1 to 5 September)—before she ultimately reached Cavite, near Manila, on 11 September 1922.

Asheville was based at Cavite into mid-October 1922; during this period, she conducted short range battle practice off Corregidor. However, unrest in China—a revolution in Fukien province—soon prompted her dispatch to Chinese waters with a detachment of marines embarked. Departing the Philippines on 16 October, she sailed for Foochow, a major port city on the coast of China, and arrived soon thereafter, anchoring at the mouth of the Ming River. She landed her marines on the day of her arrival, the leathernecks transported up the river in motor sailers to Foochow. For the next six weeks, *Asheville* remained at Pagoda Anchorage, at the mouth of the Ming, while the marines were quartered at the American consulate.

Asheville remained at Foochow until 5 December, when she sailed for Tsingtao, to be present during the transfer of the former German-leased territory of Kiaochow from Japanese authority to Chinese under the 1922 Japanese-Chinese Shantung Agreement. She “showed the flag” at that North China port—ready to protect American lives and property if the need arose—for the balance of the month of December before she sailed for Shanghai on the last day of 1922, and arrived at her destination to take on stores, fuel, and for recreation for her crew, on 2 January 1923.

With concern over the movement south from Shanghai to Canton—a traditional hotbed of unrest in China—of the Chinese revolutionary, Dr. Sun Yat-Sen, *Asheville* was sent south to Swatow. Sailing on 27 January for South China, *Asheville* reached Swatow on the 30th. *Asheville* remained at that port until 24 February before she shifted to Hong Kong for fuel, supplies, a drydocking and minor repairs; she stayed there for a month before she returned to Swatow on 27 March. While she had been at Hong Kong, Sun Yat-Sen had assumed the title of Generalissimo on 2 March and established his party firmly at Canton.

On 10 April 1923, *Asheville* departed Swatow for Cavite, and arrived there three days later. The ship conducted day spotting, long-range battle, and night battle practice in Philippine waters until 1 May, when she sailed for Hong Kong to transfer new enlisted men. *Asheville* reached Hong Kong on 4 May, and soon resumed her operation on the coast of South China. Over the next few months, she used Hong Kong as her recreation port and stood by, watchfully waiting, at the ports of Swatow, Canton, Foochow, Amoy, and Yeung Kong. *Asheville* witnessed three changes of government during her visits to Swatow and, as the occasion demanded, sent marines ashore to protect American lives and property. At Yeung Kong, her bluejacket landing party carried bacon, rice, and flour to beleaguered foreigners. She lay at Canton during the repeated attempts by the Chinese warlord General Chen Chiung-Ming to wrest it from the hands of Sun's troops.

After a visit to Hong Kong from 20 October to 6 November 1923, *Asheville* returned to Canton as a diplomatic crisis arose because of the avowed threat by Sun Yat-Sen to seize customs revenue at Canton, hitherto under international control. Sun's threat jeopardized the “Treaty Powers,” whose loans to China had been financed by the revenues of the Chinese maritime customs. This “acute diplomatic tangle” found American interests represented by *Asheville*'s captain, Comdr. Richardson, who was concurrently Commander, South China Patrol (Com-SoPat).

Richardson reported daily to the Commander in Chief, Asiatic

Fleet (CinCAF), Admiral Thomas Washington, and the American Minister in China, on events as they unfolded and, even though the junior force commander on the scene, eventually commanded the largest force (*Asheville* and six destroyers that had been sent to Canton) involved in the united effort to stand firm in the face of Sun's threats. Ordered by CinCAF to concentrate the necessary force at Canton and to prevent Sun's seizure of the customs “by all measures short of war,” Richardson interpreted the order as allowing him to stop Sun's attempt to seize the customs by force, but not to pursue his men if they fled. Eventually, the “firm stand and cooperation shown” by the Treaty Powers “compelled Sun Yat-Sen to recede from his threat . . .” As Richardson later reflected in his memoirs, he had been entrusted with “more responsibility, more independence, and power of decision than usually come to an officer of the rank of commander . . .”

Over the next few years, *Asheville* continued to operate with the Asiatic Fleet, ready to “show the flag” or put a landing force ashore to protect lives and property. During the unrest in the Yangtze valley in 1926 and 1927, *Asheville* again provided bluejacket and marine landing parties as required, between 3 November 1926 and 2 April 1927, between 13 and 18 May 1927, and between 2 and 23 August 1927. In November 1927, a bluejacket landing party from *Asheville* proceeded up the Makyoung River to Yueng Kong to protect American missions there; but, since the civil authorities had the situation well in hand by the time of their arrival, *Asheville*'s men returned to the ship. In the spring of 1928, *Asheville* replaced *Helena* (PG-9) as flagship of the South China Patrol, and served in that capacity until relieved by her sister ship *Tulsa* (PG-22) on 6 April 1929.

In the summer of 1929, *Asheville* rejoined the Special Service Squadron, and was based at Coco Solo, on the Atlantic side of the Panama Canal. Between 5 August 1929 and 17 June 1931, sailors and marines from *Asheville* served ashore in Nicaragua on six separate occasions, as the United States maintained forces in that country to cooperate with the Nicaraguan government in the protection of American lives and property. Typical of the conditions that resulted in the deployment of a landing party was bandit activity on the east coast of Nicaragua. On 11, 12, and 13 April 1931, a group of about 150 bandits killed 18 foreigners, of whom several were Americans, and were closing in on the town of Puerto Cabezas.

Upon the first warning of this activity, *Asheville*, which had been at Cristobal, proceeded immediately to Puerto Cabezas, arriving there about midnight on the 13th; the bandits were only about five miles from the town. *Asheville*'s captain, Comdr. W. W. Waddell, showed excellent judgement and initiative by anchoring his ship close to the town's wharf and turning on his searchlights and training his guns. “By common report,” the Commander, Special Service Squadron, wrote later, “any further attempts of the bandits against Puerto Cabezas immediately ceased and the fear and alarm of the citizens were greatly allayed . . .”

Detached from the Special Service Squadron on 27 January 1932, *Asheville* returned to the Asiatic Fleet soon thereafter, and, as in 1926 and 1927, provided landing forces to protect American lives and property between 18 and 23 March 1932, and between 27 June and 9 October of the same year. Over the next few years, *Asheville* continued to operate principally in Chinese waters in the traditional role of “showing the flag” and standing by to protect American lives and property as the occasion demanded. The Sino-Japanese War, which commenced in July 1937, presented the Asiatic Fleet with ample opportunity on the coast of China to fulfill the latter role.

For *Asheville*, an example of such duty came in the spring of 1938. During much of April and the first few days of May, *Asheville* had lain off the port of Amoy, observing conditions there, until sailing for Swatow on 9 May. When she arrived at the latter port, she received word that Japanese forces were bombing and shelling Amoy, and would soon attempt a landing. The gunboat immediately sailed to return to Swatow, arrived there on the afternoon of 11 May just as sailors of the Japanese Special Naval Landing Force were entering the city, and dropped anchor in the outer harbor, near the British destroyer HMS *Diana*. The following day, *Asheville* led *Diana* into the inner harbor, and moored to a buoy between the American consulate and the Hope Memorial Hospital, giving a “sense of security” to the neutral residents in the International Settlement on Kulangsu.

Comdr. Allen G. Quynn, *Asheville*'s captain, sent marines from the ship's detachment ashore to guard the American hospital;

the Chinese nurses there particularly appreciated the marines' presence, fearing a repetition of outrages by the Japanese that had occurred when they had taken Nanking in December of 1937. Anchored within 300 yards of the Bund, *Asheville* kept a careful watch on the activities of the Japanese. One occasion the ship's medical personnel provided first aid to two badly wounded Chinese women—who had been shot by a Japanese sentry—taken on board from a sampan. Transferred to the American hospital as soon as possible, one of the unfortunate women died several days later. Soon thereafter, *Marblehead* (CL-12), with Capt. John T. G. Stapler (Commander, South China Patrol) embarked, arrived at Amoy, releasing *Asheville* to proceed back to Swatow. A little over a year later, *Asheville* again proceeded to the port of Swatow, and witnessed its occupation by the Japanese.

With the increasing tensions in the Far East, Admiral Thomas C. Hart, Commander in Chief, Asiatic Fleet, withdrew *Asheville* and her sister ship *Tulsa* to the Philippines. *Asheville* left Chinese waters for the last time on 5 July 1941, when she sailed from Amoy for Manila. Unfortunately, the ship's single shaft broke while the ship rode out a typhoon off Swatow. Admiral Hart dispatched *Marblehead* to bring in the crippled gunboat. The cruiser brought *Asheville* home on 11 July. Since Admiral Hart had regarded *Asheville* and *Tulsa* as having neither the speed with which to run nor the guns with which to fight, he assigned them to the Inshore Patrol based at Manila, where they remained on local patrol duty into December 1941.

The outbreak of war in the Far East on 8 December 1941 (7 December east of the Date Line) found *Asheville* at anchor in Manila Bay. Soon after receiving a priority radio dispatch at 0340 on that day telling of hostilities with Japan, *Asheville* got underway for Mariveles Bay and, over the next two days, conducted patrols off Corregidor. At 1300 on 10 December, while operating on patrol station "Cast," her men noted bomb explosions in the direction of Cavite Navy Yard. Observing 27 Japanese bombers headed to seaward from Cavite soon thereafter, *Asheville* manned her air-defense stations as guns on Corregidor opened fire on the planes.

Following the Japanese attacks on the Philippines, Admiral Hart sent *Asheville*, and other surface ships, south from Manila Bay to the "Malay Barrier." By and large, only tenders and submarines remained in Philippine waters. *Asheville* stood out of Manila Bay at 0030 on 11 December 1941, and, steaming via the Celebes Sea and Balikpapan, Borneo, ultimately reached Surabaya, Java, three days after Christmas of 1941.

She was eventually based at Tjilatjap, on Java's south coast. When Japanese planes bombed and heavily damaged *Langley* (AV-3) south of Java, *Asheville* was one of the ships sent to her assistance; she returned to port soon thereafter, the sea-plane tender's survivors picked up by other ships.

As the Allied defense crumbled under the relentless Japanese onslaught, the Allied naval command was dissolved. On the morning of 1 March 1942, Vice Admiral William A. Glassford, Commander, Southwest Pacific Force (formerly the United States Asiatic Fleet) ordered the remaining American naval vessels to sail to Australian waters.

Asheville—Lt. Jacob W. Britt in command—cleared Tjilatjap on 1 March 1942, bound for Fremantle. At 0615 on 2 March, *Tulsa* sighted a ship, and identified her as *Asheville*—probably the last time she was in sight of friendly forces. During the forenoon watch on 3 March, *Asheville* radioed "being attacked," some 300 miles south of Java. The minesweeper *Whippoorwill* (AM-35), heard the initial distress call and turned to head toward her reported position some 90 miles away. When a second report specified that the ship was being attacked by a surface vessel, however, *Whippoorwill's* captain, Lt. Comdr. C. R. Ferriter, reasoning correctly that "any surface vessel that could successfully attack the *Asheville* would be too much" for his own command, ordered the minesweeper to resume her voyage to Australia.

Asheville was presumed lost, and her name was struck from the Navy list on 8 May 1942, but not until after World War II did the story of her last battle emerge, from a former crewman of heavy cruiser *Houston* (CA-30), who had met, in prison camp, Fireman 1st Class Fred L. Brown. Brown, 18 years old, had been in the gunboat's fireroom when a Japanese surface force had overtaken the ship. Outgunned, *Asheville* soon took hits on her forecastle and bridge; many men topside were dead by the time Brown reached topside to abandon ship. Three Japanese

destroyers cruised through the waters where the gunboat's survivors remained; a sailor on board one of these threw out a rope, which Brown grasped and was hauled on board. Brown—*Asheville's* only known survivor—ultimately died in a Japanese prisoner-of-war camp on 18 March 1945.

An examination of Japanese records indicates that the ships involved in the sinking of *Asheville* were probably those under Admiral Nobutake Kondo: two heavy cruisers, two battleships, and three destroyers—*Arashi*, *Nowaki*, and *Hayashio*. One of the latter may have been the ship that rescued *Asheville's* only survivor.

Asheville was awarded one battle star for her World War II service.

II

(PF-1: dp. 2,360 (f.); l. 301'6"; b. 36'6"; dr. 13'8"; s. 20.0 k.; cpl. 194; a. 3 3", 8 40mm., 4 20mm., 2 dct., 8 dep., 1 dep. (hh.); cl. *Asheville*)

The second *Asheville* (PF-1) was laid down on 10 March 1942 at Montreal, Canada, by Canadian Vickers, Ltd.; launched on 22 August 1942; and commissioned at Montreal on 1 December 1942, Lt. Comdr. Robert P. Walker in command.

She remained in the Saint Lawrence River until 3 January 1943 when she departed Quebec and proceeded to Boston where she completed fitting out. On 23 February, the patrol frigate reported to the Commander, Eastern Sea Frontier, for duty. On 9 March, the warship arrived in New York City, her base of operations. Four days later, *Asheville* got underway on the first of many round-trip, convoy-escort voyages between New York and Guantanamo Bay, Cuba, which she carried out until she transferred to antisubmarine patrol duty on 2 September. From 17 to 19 September, she escorted a burned-out ammunition ship out to sea from New York and destroyed her. The frigate continued antisubmarine patrols from the autumn of 1943 into the spring of 1944.

In May of 1944, the ship entered the Boston Navy Yard to begin installation of experimental antisubmarine warfare (ASW) gear. Once the new equipment had been installed, *Asheville* began testing it under the auspices of the Commander, Antisubmarine Development, Atlantic Fleet (COMASDEVANT). Early in September, she briefly interrupted her test and training schedule to join a hunter-killer group built around *Croatan* (CVE-25) to search for a suspected U-boat. However, the American warships did not manage to flush out any enemy submarine; and *Asheville* resumed her duties with the antisubmarine development group. On the 15th, she moved to Port Everglades, Fla., COMASDEVANT's new surface ship base. She operated from that port until April 1945 testing a succession of recently invented ASW devices.

On 13 April, the frigate headed for New York and a new assignment—service with the Commander, Eastern Sea Frontier, and a return to antisubmarine patrols. She performed that duty for less than a month because hostilities in Europe ended on 8 May bringing the U-boat scourge to a stop. After that event, *Asheville* returned to Port Everglades and performed experimental duty until 19 July when she received orders to proceed to the New York Navy Yard for the installation of an experimental radar system. After two months in the yard, she put to sea to test her new equipment at Casco Bay, Maine. She later moved to Norfolk and conducted further experimental work out of that base for the remainder of 1945. On 14 January 1946, *Asheville* was placed out of commission at Norfolk. Her name was struck from the Navy list on 25 February 1946, and she was sold to the United Boat Service Corp. on 15 June 1946.

III

(PGM-84: dp. 240; l. 164'6"; b. 24'; dr. 9'6"; s. 40 k.; cpl. 24; a. 1 3", 1 40mm., 4 .50-cal. mg.; cl. *Asheville*)

The third *Asheville* (PGM-84) was laid down on 15 April 1964 at Tacoma, Wash., by the Tacoma Boatbuilding Co.; launched on 1 May 1965; sponsored by Mrs. R. E. Harris; and commissioned on 6 August 1966, Lt. Henry Dale in command.

She completed fitting out at Tacoma on 17 September and got underway for her home port, San Diego. She arrived there on the 22d and began shakedown training along the California coast.



Asheville (PGM-84), lead ship of a new class of fast combatants, underway, 6 August 1966, in this view taken by Photographer 1st Class W. M. Nash. (USN 1116783)

Shakedown and operational tests lasted until 18 January 1967 at which time she entered the Long Beach Naval Shipyard for post-shakedown availability. Those repairs continued until 14 March at which time she returned to San Diego. She remained in port there for two weeks. On 28 March, she departed San Diego en route to the western Pacific. On 1 April, the gunboat was redesignated PG-84. After stops at Pearl Harbor and Guam and a return visit to the latter island necessitated by a breakdown in her main propulsion plant, *Asheville* finally arrived at Camranh Bay in South Vietnam on 7 May.

Upon her arrival, she began an extended deployment to the western Pacific lasting just over eight years, a tour of duty marred by chronic material casualties and frequent repair periods. During the first six years of the deployment, the gunboat served with the Coastal Surveillance Force in Vietnam when not undergoing repairs at such places as Subic Bay, Guam, Camranh Bay, or Vung Tau. During her line periods, she conducted blockade missions—codenamed Operation “Market Time”—along the South Vietnamese coast in an attempt to interdict the waterborne flow of arms and supplies from North Vietnam to the communist forces operating in South Vietnam. As a secondary mission, the warship provided gunfire support for American and South Vietnamese forces operating ashore.

Late in 1970, *Asheville* broke her routine of “Market Time” operations punctuated by frequent repair periods when, after completing an overhaul and restricted availability at Guam, she operated for two months—from late November 1970 to late January 1971—in the Mariana Islands. On 20 January 1971, the gunboat departed Guam to resume duty in Vietnamese waters. Once again, she conducted coastal surveillance and gunfire support missions—though still plagued by chronic material casualties which frequently took her off the line for repairs. On 18 May, the warship returned to Guam for almost two months of repairs.

When she completed that work on 9 July, *Asheville* embarked upon seven weeks of patrols and port visits in the Trust Territories of the Pacific. She concluded that assignment at Guam on 1 September and then conducted refresher training out of Apra Harbor for the next two months.

The gunboat departed Guam on 5 November and, after a 16-day stop at Subic Bay, returned to Vietnam at Vung Tau. Her duty in that war-torn country lasted until late March 1972 when she headed via Subic Bay back to Guam. The warship arrived at Apra Harbor on 31 May and remained in the Marianas until 13 November. After a stop at Subic Bay on 21 November, she briefly returned to Vietnamese waters before heading for Bangkok, Thailand, where she remained well into the second week in December. On 12 December, she departed Bangkok and, after the usual call at Subic Bay, reentered Apra Harbor on the 27th.

While she was there, the end of American involvement in the Vietnamese civil war halted her combat activities. For the next 17 months, *Asheville* continued to operate in the central and western Pacific. In November and December of 1973, she interrupted her schedule of operations for a cruise to the southern Pacific during which she visited Surabaya, Indonesia, and the Australian ports Cairns, Darwin, and Gore as well as Rabaul on New Britain and Manus in the Admiralty Islands. She returned to Guam on 17 December 1973 and resumed operations from that port.

On 21 June 1974, the gunboat stood out of Apra Harbor bound ultimately for the United States. She stopped at Oahu from 4 to 6 July and arrived at San Diego, Calif., on the 16th. On 1 August, she began the long voyage to duty with the Naval Reserve in Chicago, Ill. She took almost three months to reach her destination and stopped at a long list of ports along the way. Finally, however, *Asheville* arrived in Chicago on 28 October 1974. The

gunboat spent the remainder of her active career operating on the Great Lakes out of Chicago as a training platform for Naval Reserve personnel of the Chicago area. She continued that duty until placed out of commission on 31 January 1977, and her name was simultaneously stricken from the Navy list. On 11 April 1977, the ship was transferred to the Massachusetts Maritime Academy.

Asheville (PG-84) earned 14 battle stars for service in the Vietnam conflict.

IV

(SSN-758: dp. 5,723 (surf.), 6,927 (subm.); l. 360'; b. 33'; dr. 32.3'; s. 20+ k.; cpl. 127; a. 4 21" tt., SUBROC, Harpoon; cl. *Los Angeles*)

The fourth *Asheville* (SSN-758) was laid down on 14 January 1987 at Newport News, Va., by the Newport News Shipbuilding & Drydock Co. Her launching was projected for June 1990 and her completion for late 1991.

Ashland

The boyhood home of Henry Clay, which is located in Lexington, Ky.

(LSD-1: dp. 9,375; l. 457'9"; b. 72'2"; dr. 18'; s. 15.4 k.; cpl. 326; a. 1 5", 12 40mm., 16 20mm.; cl. *Ashland*)

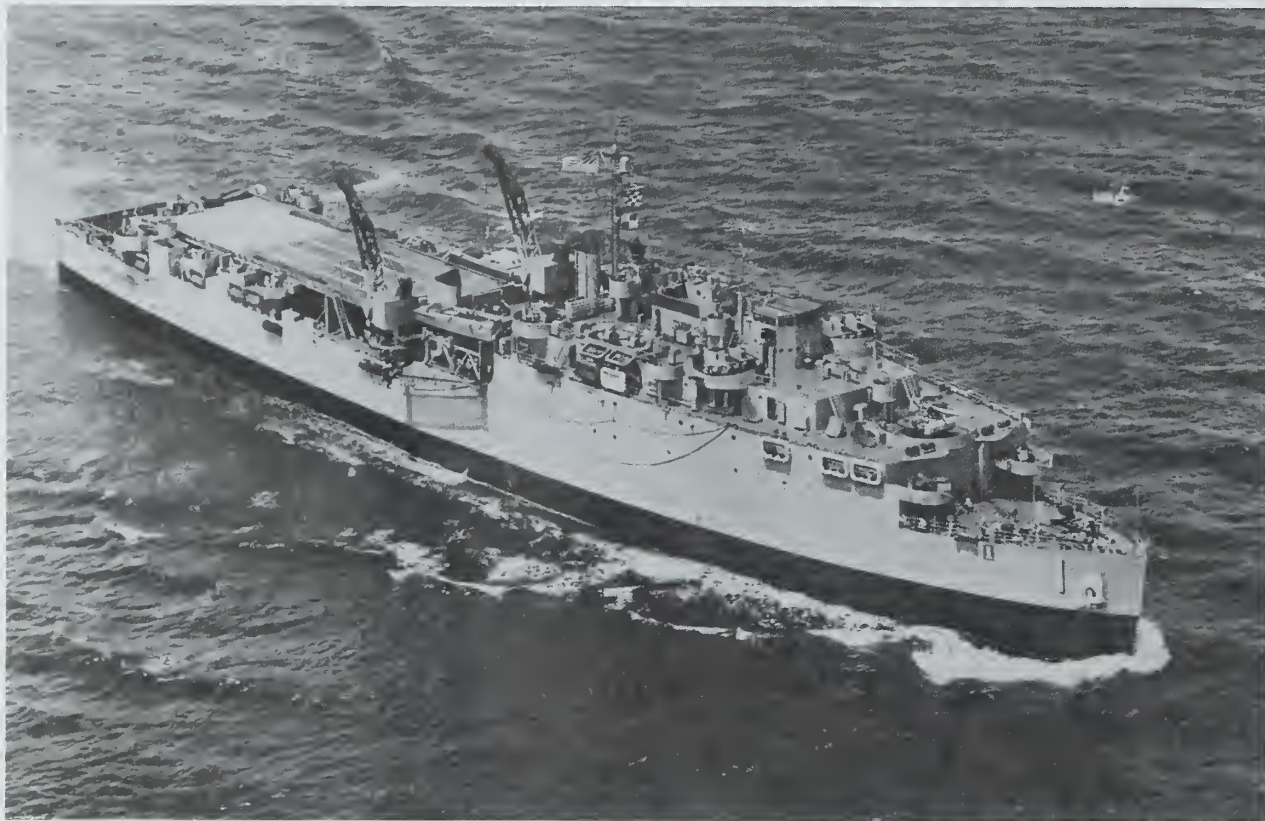
Ashland (LSD-1) was laid down on 22 June 1942 at Oakland, Calif., by the Moore Drydock Co.; launched on 21 December 1942; sponsored by Mrs. Jabez Lowell, the wife of Capt. Lowell who was then the inspector of naval material at San Francisco; and commissioned on 5 June 1943, Lt. Comdr. F. J. Harris in command.

Following two months of trials, the dock landing ship loaded amphibious craft and personnel at San Diego, stood out to sea on 11 August, and headed west. After arriving at Pearl Harbor on 19 August, the ship paused to take on more cargo and sailed on 25 August for Baker Island. *Ashland* reached that destination on 1 September, unloaded her equipment, and returned to Hawaii on 27 September. Following voyage repairs, and the embarkation of Army troops, she sailed on 19 October for New Caledonia. At Noumea, the ship loaded tanks and marines and proceeded to Efate where she joined Task Force (TF) 53 to take part in amphibious assault exercises in the Gilbert Islands area which she completed on 28 November and set a course for Hawaii. She arrived at Pearl Harbor on 7 December and then commenced an availability period for voyage repairs and alterations.

On 11 January 1944, the vessel got underway for amphibious exercises off Maui. She sortied with TF 52 on 23 January for the assault on the Marshall Islands. From 1 to 5 February, *Ashland* was involved in assaults on Kwajalein Island and on several of the other small islands in the atoll that bears the same name. On 15 February, the ship embarked marines and equipment at Roi and Namur and proceeded to the assault on Eniwetok. The ship entered Eniwetok Atoll on 17 February and served as a repair ship through 29 February. On that day, she got underway for Pearl Harbor.

After a period of availability and operations in Hawaiian waters, the ship headed for the west coast of the United States. She reached San Francisco on 1 April, began loading landing craft, and was back in Pearl Harbor on 17 April. *Ashland* then conducted training exercises off Maui before leaving Hawaii on 29 May for the initial assault on the Marianas. She launched boats for the invasion on Saipan on 15 June and then assumed duties as a repair ship. On 8 July, *Ashland* sailed to Eniwetok for fuel and supplies.

The ship's next assignment was the invasion of Tinian on 24 July. She left the Marianas on 28 July and returned via Eniwetok to Pearl Harbor. *Ashland* underwent repairs and held amphibious



Ashland (LSD-1) underway off Cape Henry, Virginia, 20 May 1953. She has been virtually unmodified since her commissioning 10 years before. (80-G-628067)

ous landing exercises before sailing with Task Group (TG) 33.1 for the assault on Yap and Ulithi. *Ashland* was diverted to Manus Island where she was assigned to TF 79 and prepared for the invasion of the Philippines. The ship sailed on 14 October and launched her boats on the 20th for the first assault against Leyte. *Ashland* left the combat area on 22 October and proceeded to Hollandia, New Guinea. There, she embarked troops for transportation to the Philippines; and, after delivering them to Leyte, she returned to Hollandia on 21 November.

Ashland headed for Cape Gloucester on 28 November for training exercises. Three days later, she got underway for Lingayen Gulf and the occupation of Luzon. All her equipment was unloaded by 12 January 1945, and *Ashland* retired toward Leyte. She continued on to Ulithi where she was reassigned to the 5th Fleet. The ship proceeded to Guam on 7 February, loaded 18 amphibious craft, and sailed to Saipan. There, she took on spare parts and more troops. On 12 and 13 February, *Ashland* participated in landing rehearsals at Tinian. She sailed for Iwo Jima on 16 February and began launching her boats on the 19th. Despite continuing air attacks, *Ashland's* crew carried out repair work on schedule until she finally withdrew to Eniwetok on 31 March.

Ashland entered Pearl Harbor on 13 April and underwent an availability. She took on amphibious craft late in May and got underway for the Philippines on 3 June. She touched at Samar on 1 July to embark PT boats and their crews for transportation to Kerama Retto. The ship sailed on 3 July, unloaded her charges, and returned to Leyte on 10 July. She shuttled a similar cargo to Okinawa soon thereafter and arrived at Eniwetok on 7 August to refuel. The war ended on 15 August while *Ashland* was steaming independently to Espiritu Santo. After mooring there on 17 August, she proceeded with a load of PT boats to Okinawa.

Then she next sailed for Jinsen, Korea, and arrived there on 29 September. She remained at that port two days before getting underway for Leyte for a three-week availability before returning to Okinawa in late October. *Ashland* continued her duty of carrying and tending landing craft in the Far East until January 1946. Shortly thereafter she returned to the United States and was placed out of commission, in reserve, in March 1946 at San Diego.

Ashland was recommissioned on 27 December 1950 and completed her shakedown training at San Diego in February 1951. She sailed for the east coast in April and reported to the Maryland Shipbuilding & Drydock Co., Baltimore, Md., on 2 May for additional alterations. The ship's first assignment upon leaving the yard was Operation "Bluejay," held in conjunction with the Military Sea Transportation Service (MSTS). From June to September, she was deployed to Thule, Greenland. In September, *Ashland* left Greenland and sailed to the Caribbean for two months of operations before returning to Norfolk in November for the remainder of the year.

The ship headed back toward the Caribbean in January 1953 for a month-long cruise. She arrived back in the Virginia capes area in February and remained there until mid-June. On 14 June, *Ashland* commenced a trip to the North Atlantic and operated in those waters through mid-August. In September, she took on board two French submarines and seven French naval personnel for transportation to the west coast. The vessel transited the Panama Canal on 10 October and touched at San Diego on the 14th. She returned to Norfolk in October and resumed service along the east coast.

From April to June 1955, the ship underwent repairs at the Philadelphia Naval Shipyard and then proceeded to Newport, R.I., for underway training. On 20 September, she got underway for Operation "Sunec," which took her to Thule, Greenland, and ports in Labrador and Newfoundland. After returning in December, *Ashland* entered an upkeep period lasting through February 1956. She then received further repairs at Baltimore. In April, the ship took part in amphibious exercises at Vieques Island, Puerto Rico. Following this evolution, she made a reserve training cruise to Bermuda. In July, the vessel embarked Army personnel and equipment at Argentia, Newfoundland, and sailed on 19 July as part of the DEW line resupply mission. This operation lasted through 8 October.

On 1 November, *Ashland* was transferred to the control of Commander, Naval Air Forces, Atlantic, for alterations enabling the ship to tend aircraft. By July 1957, she was configured to handle six P5M-2 aircraft. The ship deployed to the Caribbean from 1 August to mid-September. At the conclusion of this assignment, the dock landing ship was decommissioned on 14

September 1957 and placed in the Norfolk Group of the Atlantic Reserve Fleet.

Ashland was recommissioned on 29 November 1961. Assigned to Amphibious Squadron 4, she began a routine alternating operations off the east coast with 6th Fleet deployments to the Mediterranean and to the Caribbean. In October 1964, she participated in Operation "Steel Pike I," during which the ship served as a primary control vessel and boat repair ship. Upon completion of "Steel Pike," the dock landing ship visited ports in Spain and Portugal before returning to Little Creek, Va., her home port, on 19 November.

Early in February 1965, *Ashland* took part in Operation "FirEx," a joint Navy-Marine Corps exercise off the Puerto Rican coast and returned to Little Creek on 6 March. She got underway for the Mediterranean in June along with five other ships of Amphibious Squadron 4 and there served in six amphibious landing exercises. During this deployment, she visited nine European ports of call before returning to her home port on 3 November.

The ship was deployed to the Caribbean on 3 March 1966 as part of the Caribbean Ready Group and conducted numerous amphibious landings, including Operation "Beachtime" which involved over 40 ships of the 2d Fleet. Upon her return to Little Creek on 27 June, *Ashland* conducted upkeep until sailing for Narragansett Bay on 18 July for a series of training exercises. She was back in Little Creek later that month and went alongside *Amphion* (AR-13) for an availability. *Ashland* spent the next few months in training exercises and then entered the Norfolk Naval Shipyard on 18 November for overhaul.

The yard work ended on 3 March 1967, but *Ashland* remained in the Norfolk area until 10 April, when she left for underway training at Guantanamo Bay, Cuba. She returned to Norfolk on 11 May but, four days later, reversed her course and proceeded back to Guantanamo Bay. *Ashland* touched back at home port in early June and engaged in local operations until 3 October, when the dock landing ship sailed for Vieques. She returned to Little Creek on 20 October and ended the year in an upkeep status.

Ashland was deployed to the Mediterranean on 3 January 1968. She relieved *Donner* (LSD-20) at Almeria, Spain, on 24 January and then held landing exercises at Aranci Bay, Sardinia, and Lovo Santo, Corsica. She visited Gibraltar; Valencia, Spain; Marseilles, France; and Naples and La Spezia, Italy. From 29 April to 10 May, *Ashland* took part in NATO Exercise "Dawn Patrol" which also involved French and Greek naval forces. She returned to Little Creek on 30 May.

During July and August, the amphibious warship made visits to several east coast ports and embarked American and Australian midshipmen for a training cruise. She spent September and October undergoing extensive repairs alongside *Vulcan* (AR-5). On 12 November, *Ashland* weighed anchor for what proved to be her last Mediterranean tour. During the deployment, she repeated her routine of amphibious landing exercises and port visits before returning to the United States in mid-1969. There, it was found that the repairs she needed to continue efficient operation would be prohibitively expensive. Therefore, *Ashland* was decommissioned on 22 November 1969. Her name was struck from the Navy list on 25 November 1969. She was sold to N. W. Kennedy, Ltd., of Vancouver, British Columbia in May 1970.

Ashland earned six battle stars for World War II service.

II

(LSD-48: dp. 15,814 (f.); l. 609'7"; b. 84'; dr. 19'7"; s. 20 + k.; cpl. 356; trp. 504; a. 2 CIWS; cl. *Whidbey Island*)

The third *Ashland* (LSD-48) was laid down on 4 April 1988 at New Orleans, La., by Avondale Industries, Inc.; launched on 11 November 1989; sponsored by Mrs. Kathleen Foley. Her delivery is scheduled for early 1991.

Ashley

A river which rises in Berkeley County, S.C., and flows south-east some 40 miles before emptying into Charleston harbor.

(IX-83: dp. 41; l. 65'; b. 17'6"; dr. 4'; s. 7½ k.)

Winslow—an auxiliary schooner built during 1937 in the Bahama Islands at Harbor Island by T. Berlin Albury—was acquired by the Navy from the Advondach School, Inc., of Florida, on 29

July 1942; renamed *Ashley* on 4 September 1942 and designated IX-83 that same day; and placed in service on 11 September 1942 at the section base at Port Everglades, Fla.

The purpose for which *Ashley* was acquired and placed in service remains unclear. It is possible that she was to have been used in either the Inshore Patrol or the Coastal Picket Patrol, but nothing definitive is known. She spent her entire, brief Navy career assigned to the 7th Naval District probably operating from Port Everglades, Fla. On 24 March 1943, she was selected for lay up by the Commandant, 7th Naval District. The date of her being placed out of service has not been found, but her name was struck from the Navy list on 16 November 1943. On 22 January 1944, she was loaned to the Merritt-Chapman & Scott Corp. for operation in some unspecified service by a civilian crew. Her ultimate disposition also remains a mystery.

Ashtabula

A river that rises in the northeastern corner of Ohio and meanders in a generally westward direction some 40 miles before emptying into Lake Erie. A county and a town named *Ashtabula* are also located in Ohio.

(AO-51: dp. 25,440; l. 553'; b. 75'; dr. 32'4"; s. 18.3 k.; a. 1 5", 4 3", 8 40mm., 8 20mm.; cpl. 298; cl. *Ashtabula*; T. T3-S2-A1)

Ashtabula (AO-51) was laid down under a Maritime Commission contract (MC hull 717) on 1 October 1942 at Sparrows Point, Md., by the Bethlehem Steel Co.; launched on 22 May 1943; sponsored by Mrs. Adolph Augustus Berle, Jr., the wife of the Assistant Secretary of State; and acquired by the Navy on 7 August 1943; and commissioned the same day, Comdr. Louis J. Modave in command.

Following shakedown in the Chesapeake Bay, the oiler sailed for Aruba on 10 September to take on fuel oil and aviation gasoline and then continued on, via the Panama Canal, to the South Pacific. After arriving at Tutuila, Samoa, on 22 October, she operated as a member of Service Squadron (ServRon) 8 in the South Pacific until 17 November. *Ashtabula* next sailed for the United States and entered the Long Beach Navy Yard on 1 December for an availability period.

The oiler sailed for Pearl Harbor on New Year's Day, 1944, and remained there until 16 January when she sortied with Task Group (TG) 58.1 for operations supporting the occupation of the Marshall Islands. *Ashtabula* anchored at Majuro lagoon on 4 February and operated from that atoll in support of the fast carrier task forces through mid-June. The ship then began participating in the effort to take the Marianas. During the Battle of the Philippine Sea and its aftermath, she fueled ships of Task Force (TF) 58 from 20 through 27 June and then retired, via Eniwetok, to the California coast for yard work which began upon her arrival at Terminal Island on 15 July.

The oiler got underway again on 28 August and arrived at Pearl Harbor on 4 September. She continued sailing westward and reached Eniwetok on the 17th. After a two-day respite, the vessel headed for the South Pacific and arrived at Purvis Bay on the 24th where she spent the remainder of the month in fueling duties. *Ashtabula's* next assignment was to support the first American forces to fight for the liberation of the Philippines. She sailed, via Humboldt Bay and Kossol Roads, to Leyte Gulf and began fueling units of TG 77.2 on 23 October. Late the following afternoon, three Japanese torpedo planes attacked the oiler. One of them dropped a torpedo which hit *Ashtabula's* port side. Although the explosion caused no fires or personnel casualties, *Ashtabula* soon developed a 16-degree list to port. Skillful counterflooding righted the ship and allowed her to resume operations. On 27 October, the vessel was detached from Task Unit (TU) 77.7.1 and headed for the west coast of the United States. Following stops at Kossol Roads, Humboldt Bay, and Pearl Harbor, she reached San Pedro, Calif., on 15 December and was drydocked at Terminal Island for repair of her torpedo damage.

The oiler departed the California coast on 28 January 1945, touched at Pearl Harbor on 3 February, and arrived at Eniwetok on 12 February. She reported to ServRon 10 for duty and remained there until 5 March, when the ship sailed for Ulithi. On the 10th, *Ashtabula* was reassigned to ServRon 6; and, three days later, she got underway for fueling operations at sea for the warships of the Fast Carrier Task Force, TF 58. On 5 April,

Ashtabula's bow struck *Thornton* (AVD-11) amidships and caused considerable damage to the seaplane tender. *Ashtabula* returned to Ulithi on 9 April and underwent minor repair work from 10 to 17 April. There, the oiler once again returned to the control of ServRon 10.

For the duration of the war, *Ashtabula* operated in the Ulithi area. In mid-August, Japan capitulated; and, on the last day of the month, the oiler headed for Okinawa, but soon moved on to Jinsen, Korea, where she arrived on 11 September. For the next six months, *Ashtabula* operated between ports in Korea, Japan, and China while supplying and fueling American warships. In March 1946, the oiler made a cruise, via Singapore and Ceylon, to Bahrain. She returned to Japan in April. In June and July, she again visited a Mideastern port, Ras Tanura, Saudi Arabia, to replenish her oil bunkers. *Ashtabula* got underway for a voyage back to the United States. After pausing briefly at Pearl Harbor, the ship arrived at San Pedro on 18 December.

Ashtabula began 1947 with a cruise to Guam and returned to California on 27 January. For the next two years, she continued operations between the west coast, Hawaii, and the Marshall Islands. This circuit was interrupted by a visit to Ras Tanura and Bahrain in June 1949. The oiler returned to the Orient in October 1948 and once again operated between the west coast and Hawaii from July 1949 until June 1950. During this time, she provided towing services from Pearl Harbor to southern California ports in addition to transporting fuel. On 28 June 1950, *Ashtabula* headed north from Long Beach, Calif., bound for Alaska. Upon arriving at Dutch Harbor, the ship fueled two survey vessels operating in the area. After a brief stop in Point Barrow, Alaska, she returned to Long Beach on 19 August.

The vessel lay at anchor there until 27 September, when she sailed for Pearl Harbor with a load of aviation gasoline and fuel oil. Due to the growing conflict in Korea, *Ashtabula* was ordered to proceed immediately to Sasebo, Japan. There, she loaded provisions for American troops stationed in Taiwan, and then delivered them to Keelung. Beginning in November, *Ashtabula* put to sea to supply fuel and provisions to ships of the 7th Fleet. She continued these activities until August 1951, when she returned to Long Beach.

The ship got back in action in the Far East in November, refueling bombardment forces around the 38th parallel and, later, assisted in the evacuation of Hungnam, Korea. In March 1952, she sailed to Long Beach for an overhaul, but was back at Sasebo by early October.

That November, while in Sasebo for an availability, *Ashtabula* was damaged by twin explosions caused by acetylene torches which ignited gasoline fumes. Three sailors were killed, and the forward well deck was seriously damaged. After three months of work at Sasebo, the ship sailed to Long Beach for further alterations. In September 1953, she returned to the western Pacific (WestPac) and resumed replenishment duties.

For the next 10 years, the oiler continued alternating deployments to WestPac with periods of upkeep, overhaul, and training at her home port, Long Beach. Ports of call in WestPac included Subic Bay and Manila, Philippines; Hong Kong; Sasebo, Kobe, Nagasaki, Yokosuka, and Kagoshima, Japan; Kaohsiung, Taiwan, and Buckner Bay, Okinawa.

During the first half of 1964, *Ashtabula* continued her peacetime routine. On 2 August, she was in the Gulf of Tonkin refueling destroyers *Maddox* (DD-731) and *Turner Joy* (DD-951) just a few hours after North Vietnamese torpedo boats attacked *Maddox*. She spent most of August fueling ships of the 7th Fleet in the South China Sea. Upon completing her WestPac cruise, *Ashtabula* returned to Long Beach.

However, for the next eight years, the oiler continued to serve in waters surrounding Vietnam during her regular deployments to the Far East. She provided fuel and supplies to units of the 7th Fleet, while operating out of the ports of Subic Bay and Kaohsiung. Between tours in the Orient, she returned to Long Beach for leave and upkeep.

In 1968, *Ashtabula* underwent a major reconfiguration. A 400-foot midsection, built entirely new from the keel up, was inserted and welded between her original bow and stern. This replaced the old 310-foot midsection and increased the vessel's liquid cargo capacity by over one-third. Her new configuration closely resembled that of a more modern type of ship, the replenishment oiler. She continued her Vietnam service through August 1972, when she made her last line swing off Vietnam. The ship returned to Long Beach on 9 December.

Following an availability period at Long Beach and training exercises off the southern California coast, *Ashtabula* once again sailed west on 4 October 1973. While at Subic Bay, she received orders to proceed to the Indian Ocean operating area. In early December, *Ashtabula* provided services to *Hancock* (CVA-19) and *Oriskany* (CVA-34) as well as other members of their task groups. After 51 continuous days at sea, *Ashtabula* arrived at Subic Bay on 5 January 1974.

Following a brief availability there, the oiler got underway to replenish a group of amphibious ships in the Gulf of Siam. On 7 March, she began a three-week voyage to her home port. She spent one month in upkeep, then sailed to her new home port, Pearl Harbor, Hawaii, and spent the rest of the year in overhaul and refresher training.

Ashtabula began another WestPac deployment on 8 February 1975. She took part in Operation "Seafox," a joint SEATO exercise with six other nations. Her next assignments were Operations "Eagle Pull" and "Frequent Wind," held off the coast of Vietnam. On 11 May, she was ordered to Cambodia to support the rescue of *Mayaguez*, an American merchant ship that had been captured by communist forces. In late July, the oiler returned to her home port, where she spent the next 10 months in upkeep and local operations.

Ashtabula sailed for WestPac on 21 June 1976. Ports visited included Subic Bay; Sasebo and Yokosuka, Japan; Hong Kong; and Keelung, Taiwan. The cruise was highlighted by a joint training exercise with ships of the Japanese Maritime Self-Defense Force. The oiler arrived back in Pearl Harbor on 15 December and spent the first two months of 1977 providing services to ships in the Pearl Harbor area. In March, she headed west to rendezvous with and refuel a task group built around *Coral Sea* (CV-43). On 2 April, the ship returned to Pearl Harbor and commenced an overhaul period which was completed on 28 February 1978.

Ashtabula sailed to Alameda, Calif., on 10 March to hold a series of qualification trials, returned to Pearl Harbor on 14 April, and began refresher training. She got underway on 30 June for the Far East and called at Song Kla and Pattaya, Thailand; Subic Bay; Sasebo; and Fremantle, Australia. While in Australia, *Ashtabula* participated in Exercise "Sandgroper," which was held in conjunction with the Australian and New Zealand navies. The oiler then proceeded to Singapore and Hong Kong for liberty calls and closed the year in upkeep at Guam.

Back at Pearl Harbor on 18 January 1979, *Ashtabula* began eight months of underway training, local operations, and inspections. At the end of August, she embarked upon a six-week cruise to the west coast to conduct underway replenishment qualification trials and then participate in Exercise "Kernel Potlatch II," a joint United States-Canadian operation to test and evaluate plans for the common defense of North America. At the conclusion of the exercise, the oiler called at Esquimalt, British Columbia, on 6 October. After a three-day visit, she headed back to Hawaii on the 9th and arrived in Pearl Harbor on the 16th.

Local operations in the Hawaiian Islands occupied *Ashtabula's* time for nearly the entire first nine months of 1980. On 28 September, the oiler embarked upon another tour of duty in the western Pacific. Steaming by way of Guam in the Mariana Islands, she entered Subic Bay in the Philippines on 15 October. Her deployment was marred at its outset by engineering casualties that required a two-month repair period at Subic Bay. On 12 December, she completed repairs and, the following day, put to sea to begin underway refueling service to the ships of the 7th Fleet. For the next four months, *Ashtabula* operated in the South China Sea, the East China Sea, and the Sea of Japan, refueling American warships assigned to the Far East. The oiler made visits to several Japanese ports—Sasebo, Yokosuka, and Iwakuni—as well as to Okinawa in the Ryukyu Islands and Chinhae in Korea. She also returned periodically to the base at Subic Bay. On 15 April 1981, *Ashtabula* departed the Philippines to return to Hawaii. She arrived in Pearl Harbor on the 30th.

Following a two-month, post-deployment standdown, the ship resumed local operations in the Hawaiian Islands at the end of June. She remained so employed until the end of October when she stood into Pearl Harbor to conclude her last underway period for 1981. The oiler spent the first four months of 1982 carrying out missions in the Hawaiian operating area. On 30 April 1982, she embarked upon her final deployment to the Far East. That tour of duty lasted a little more than three months;

she returned to Pearl Harbor on 5 August. Soon thereafter, *Ashtabula* began preparations for inactivation. Decommissioned at Pearl Harbor on 30 September 1982, she was subsequently towed to Suisun Bay, Calif., where she joined the Maritime Administration's National Defense Reserve Fleet. As of the beginning of 1987, *Ashtabula*—still property of the Navy and carried on the Navy list—remained berthed at Suisun Bay.

Ashtabula was awarded eight battle stars for World War II service, four battle stars for Korean action, and eight battle stars for duty in the Vietnam conflict.

Ashton, William, see *William Ashton*.

Ashuelot

A river in New Hampshire that rises in Ashuelot Pond in Sullivan County and flows in a generally southwesterly direction until emptying into the Connecticut River at Hinsdale, just short of the Massachusetts border.

(SwGbt: dp. 1,370; l. 255'; b. 35'; dr. 9'; s. 8 k.; a. 4 8" D.sb., 2 60-pdr. P.r., 2 24-pdr. how., 2 20-pdr. P.r.)

The contract for the construction of *Ashuelot*—an iron-hulled, double-ended, side-wheel gunboat—was awarded in June or July 1863 to Donald McKay. Her keel was laid down at his shipyard in East Boston, Mass., sometime in 1864; and the ship was launched on 22 July 1865. She was delivered to the Boston Navy Yard on 30 November of that year; but, since the Civil War had recently ended, the Navy's need for her services had diminished. As a result, *Ashuelot*—which had been designed for operations in the shallow rivers and coastal waters of the Confederacy—was not placed in commission until 4 April 1866, Comdr. John C. Febiger in command.

About this time, the new gunboat was chosen to join *Augusta* in escorting the double-ended monitor *Miantonomoh* to Europe. On the 11th, *Ashuelot* got underway to test her machinery and to assess her sailing qualities before joining her future consorts at New York. The three ships stood out from that port on 6 May and headed for Canadian waters. However, two days out, Comdr. Alexander Murray of *Augusta*—who commanded the little task force—dispatched *Ashuelot* to Boston to await the arrival of Assistant Secretary of the Navy Gustavus Vasa Fox, President Andrew Johnson's personal representative in carrying to Saint Petersburg the Joint Resolution of Congress congratulating Tsar Alexander II on having escaped unscathed from a recent assassination attempt. After embarking her distinguished passenger, *Ashuelot* got underway again, threaded her way through a field of icebergs that obstructed the approaches to the coast of Nova Scotia; and rejoined the flotilla at Halifax on 3 June. There, Fox—who wished to demonstrate the seaworthiness of monitors which, up to that time, had never crossed the Atlantic—moved to *Miantonomoh* for the voyage.

The trio put to sea two days later and reached Queenstown, Ireland, on the 16th. At this port, *Ashuelot*—which had long been slated for duty in the Far East—was detached from her companions and proceeded via the Cape of Good Hope, the Indian Ocean, and the Strait of Malacca to the western Pacific. She finally joined the Asiatic Squadron at Hong Kong on 15 January 1867 and served in Oriental waters throughout her career.

The double-ender's first memorable mission began at Amoy early in April of that year when the captain of the Royal Navy's HMS *Cormorant* informed Rear Admiral Henry H. Bell, the commander of the United States Squadron, that "aboriginals" had murdered the survivors from *Rover* after that American merchant bark had been wrecked on rocks just off the southern coast of Formosa. Bell ordered Febiger—then at Foochow—to proceed in *Ashuelot* to that island to investigate. When the gunboat returned from Formosa with evidence confirming the tragedy, Bell launched a punitive expedition against the guilty tribesmen, but left *Ashuelot* on the mainland coast to look after American interests in various Chinese treaty ports. The double-ender continued to perform this duty into the early spring of 1868.

In Japan at that time, civil disturbances followed the abolition of the shogunate and the assumption of supreme political power by the Mikado, drawing *Ashuelot* to the island empire. She reached Nagasaki on 6 April and, with her sister American



Ashuelot, circa 1874. (NH 43838)

warships, remained neutral while furnishing refuge to endangered American citizens and foreigners. She also offered asylum to Japanese officials of both sides who felt themselves to be imperiled.

However, late in the spring, unrest in northern China caused *Ashuelot* to return to the Asiatic mainland. She put to sea on 17 June and, six days later, reached Tientsin—then menaced by Chinese rebels. She worked along the coast of northern China until sailing for Japan late in August.

Thus, the gunboat's operations during her first year or so in the Far East set the pattern for the remainder of her service. She moved from port to port along the coast of Asia and among the nearby islands, reaffirming the American presence and power in that part of the world, frequently seeking out trouble spots so that she might be on hand as a haven for endangered Americans and for others in peril—native and foreign alike.

As the years passed, the squadron increasingly took advantage of *Ashuelot*'s comparatively shallow draft and the great maneuverability which sprang from her double-ended configuration by using her more and more in riverine operations. Thus, after the massacre of 22 Europeans—including 10 nuns—in June 1870, she departed Shanghai and proceeded north to the mouth of the Pei-Ho which she reached on 26 July. She then ascended that river to Tientsin where the atrocity had occurred and remained at that ancient city into the spring of the following year. She got underway again on 23 April 1871 when the ice of the river had thawed allowing her to put to sea once more. From that time on, *Ashuelot* and her sister warships of the Asiatic Squadron frequently spent the winter locked in by the frozen waters of a northern port.

Her next assignment was scheduled to be participation in the expedition to Korea headed by Rear Admiral John Rodgers seeking redress for the murder of the crew of the *General Sherman*. That American merchant schooner had run aground on a sandbar in the Taedong River during a trading mission and had been burned. However, a board of survey found that *Ashuelot*'s hull had suffered significant damage during her icebound months and that both her engine and her boilers required major repairs before she could resume active service. Thus, she was compelled to relinquish her role in operations

during the spring of 1871 to open the "Hermit Kingdom" of Korea.

Her yard work at Shanghai had been completed by autumn when word of serious unrest in southeastern China sent her to the province of Fukien. She arrived at Foochow on 21 October and remained there until 29 December 1871 when she headed back toward Shanghai. But for a run to Formosa early in March to carry the American consul at Amoy and his staff to that island, *Ashuelot* operated along the China coast between Shanghai and Hong Kong until sailing for Japan late in May 1872. She reached Nagasaki on 1 June and remained in Japanese waters for two months before moving to northern China. The ship arrived at Chefoo on 3 September, reached Tientsin a fortnight later, and began another mission protecting American interests in that vicinity into the summer of 1873.

After being relieved by the screw gunboat *Saco*, the ship sailed for Nagasaki on 5 July and operated in Japanese waters until the spring of 1874 when—commanded by Comdr. Edmund Matthews—she sailed for China and reached Shanghai on 20 April. On 3 May, the side-wheeler sent a force ashore to join a landing party from the gunboat *Yantic* and contingents from other foreign warships in putting down a riot and in protecting the international settlement at that city.

Five days later, *Ashuelot* got underway to survey the Li-Sye-Chan Channel and—after completing that task—arrived at Chinkiang on 16 May. Following a call on the taotai of that region, Matthews headed upstream and reached Nanking on the 21st. There he learned that the viceroy was deeply troubled by reports of a Japanese expedition to Formosa and assured him that the United States was not participating in the invasion.

At each stop during his continuing ascent—Kiukiang, Wuchang, Hankow, Fow-Kow, and Kweichowfu—the ship's captain exchanged courtesies with the local officials. After *Ashuelot* crossed Tungting Lake, she found that rapid current, sharp bends, and the narrowing of the stream significantly slowed her progress and greatly increased the difficulty and danger of her movement. As a result, soon after the ship reached Ichang, Matthews and a small party of officers and guests disembarked and made an eight-day march on up the Yangtze valley to determine whether or not it would be prudent for him to attempt to

take the ship still higher. The overland journey brought the party to Kweifu. After a two-day visit, the Americans boarded a junk which took them back downriver to *Ashuelot* at Ichang. Matthews' observation of the gorges and rapids during the return passage convinced him that only an especially designed and highly powerful paddle-wheel steamer—whose wheels were powered independently by separate engines—could safely negotiate that part of the upper Yangtze.

Thus, instead of continuing the voyage inland after returning to his ship, Matthews turned the vessel seaward and reached Shanghai on 21 July. Nevertheless, *Ashuelot*'s exploratory voyage from Shanghai to Ichang had blazed a watery trail almost a thousand miles into China—one to be followed until the eve of World War II by the long list of American riverine men-of-war who would be known to history as the Yangtze Patrol.

The gunboat sailed for Japan on 3 August 1874 and reached Nagasaki on the 5th to await a party of scientists—headed by the noted American astronomer, Professor James Craig Watson—which had been sent to the Orient to observe the transit of Venus that would take place on 8 December. After welcoming on board these renowned leaders of astrophysical research, she got underway on 3 September and, five days later, entered the Pei Ho River. On the 9th, the astronomers went ashore at Tientsin and proceeded overland to Peking, their observation point for the transit.

After disembarking her learned passengers, *Ashuelot* operated in Chinese waters until 10 December 1874 when she set course for Nagasaki. She arrived on the 13th and resumed operations in Japanese waters where she operated until sailing for Shanghai on 19 June 1875. In mid-August, the schooner-rigged steamer set course for Fisherman's Island—near Swatow where she guarded a party of rescue workers who were attempting to recover treasure from the wreck of *Japan*, a Pacific Mail Steamship Company liner which had caught fire and gone down some 25 miles off Breaker Point on 18 December 1868. Pirates had recently been active in the area, prompting fear that they would attempt to seize any valuables taken from the sunken hulk.

The following spring, the gunboat visited Siam to investigate complaints that arbitrary action by the American consul at Bangkok had prevented the timely shipment to Philadelphia of the Siamese exhibit that had been prepared by order of the young Thai monarch Rama IV—the son of Chao Fa Mongkut who was immortalized by the Rodgers and Hammerstein musical comedy, "The King and I"—for display at the United States Centennial Exposition. She reached Bangkok on 23 April 1876, and Matthews spent more than a fortnight there dividing his time between the exchange of diplomatic courtesies and questioning people—both American and Siamese about the situation. *Ashuelot* sailed for Cochin, China, on 9 May and reached Saigon four days later. There, Matthews reported that the high-handed American diplomat had been far from diplomatic. He then returned to Bangkok, took the exhibit on board, and carried it via Saigon to Hong Kong where it was transferred to a merchantman which took it on to the United States.

From time to time in the ensuing years, the gunboat returned to Siam, besides visiting the treaty ports of China and Japan. Relations between the latter two countries were then being increasingly strained as Japan became more active in the affairs of islands in the western Pacific—such as Formosa and the Ryukyus—which had long paid tribute to the Chinese Emperor. When negotiations between the two nations grew more tense late in the summer of 1877, *Ashuelot* proceeded to Chefoo where she arrived on 13 August. She remained there into the autumn, ready to be of assistance to American citizens in the vicinity should they be endangered by the outbreak of war or domestic disorder. On 7 October, she got underway from Nagasaki and headed for Tientsin where she arrived on the 10th.

When tension had somewhat relaxed, the gunboat sailed south on 21 November 1877 and, six days later, arrived at Shanghai for repairs. In the spring of 1878, she returned to Nagasaki and operated in Japanese waters until heading back to southern China on 1 November for additional repairs before visiting the Philippines in December 1878 and Siam in January 1879.

The spring of that year brought *Ashuelot* one of her more interesting assignments. On 30 April, the steamer *Irrawaddy*—with General Ulysses S. Grant and party on board—entered Hong Kong harbor. After leaving the White House some two years earlier, the former President had begun a cruise around

the world; and he wished to visit China and Japan before heading home. *Ashuelot* dressed ship and manned the yards in honor of her erstwhile Commander in Chief. A short time later, Grant briefly visited the gunboat which had been charged with transporting him while he was in Chinese waters. He returned to her on 5 May and she took him to Canton and Macao. She returned to Hong Kong on the 10th, and he went ashore for two final days at that British crown colony.

The general and his party returned to the ship on the 12th, and she stood out to sea for visits to Swatow and Amoy en route to Shanghai which she reached on the 17th. At the end of a six-day visit there, Grant reembarked in *Ashuelot*; and she took him to the mouth of the Pei Ho River and then up that estuary to Tientsin where he again left the ship and proceeded by small boats to Peking for discussions with Prince Kung who ruled the Chinese Empire as regent while the seven-year-old Emperor was growing to adulthood. During their meetings, the Prince explained to Grant China's position on its dispute with Japan over control of the Ryukyu Islands and requested his good offices in regard to the matter during the general's forthcoming visit to Japan. After leaving Peking, Grant returned to Tientsin where he boarded *Ashuelot* for passage to the mouth of the river. There, the screw sloop of war awaited to take Grant to Japan.

On 15 June, *Ashuelot* got underway and proceeded via Chefoo to Nagasaki. She operated in Japanese waters until autumn when she returned to China.

By that time the years had taken their toll on the gunboat—so much so that she had come to be known throughout the squadron as "the ironmonger's hope." Nevertheless, since no replacement for her was available, she was retained in the Asiatic Squadron and patched up for further service. She arrived at Shanghai on 10 October 1879 and remained there undergoing extensive repairs through the spring of 1880.

Ashuelot departed Shanghai on 20 June of that year and reached Nagasaki on the 23d. For the next two and one-half years, she operated along the coast of China, up the Yangtze, and among the treaty ports of Japan. On 17 February 1883, the gunboat departed Amoy and set a course for Swatow. While she was proceeding through heavy fog before dawn the next morning, *Ashuelot* struck a rock off East Lamock Island and suffered such severe damage that she had to be abandoned. Eleven men perished with the ship.

Askari

An Arabic word for soldier. The term, Askari, was frequently applied to indigenous troops in Africa serving European colonial powers, particularly the British and Germans in East Africa from the late 19th century to the end of the World War I.

(ARL-30: dp. 3,960 (tl.); l. 328'0"; b. 50'0"; dr. 11'2" (lim.); s. 11.6 k. (tl.); cpl. 253; a. 1 3", 8 40mm.; cl. *Achelous*)

Askari (ARL-30) was laid down on 8 December 1944 at Seneca, Ill., by the Chicago Bridge & Iron Co.; launched on 2 March 1945; and sponsored by Mrs. Patricia Ann Jacobsen. She was then ferried down the Mississippi River to New Orleans, where the landing craft repair ship was commissioned on 15 March 1945, Lt. Charles L. Haslup in command. On 28 March, she got underway for Jacksonville, Fla., where she was decommissioned on 9 April 1945 for outfitting for her role by the Merrill-Stevens Drydock & Repair Co. The ship was recommissioned on 23 July 1945.

Early in August, the ship voyaged from Jacksonville to Norfolk, where she remained until putting to sea on the 20th, bound for the Pacific Ocean. After transiting the Panama Canal and steaming north along the Pacific coast, she reached San Diego on 21 September. At the beginning of October, *Askari* shifted north to Seattle, and remained in the Puget Sound area—at various locations—until the spring of 1946. Early in April 1946, the ship headed south and arrived back at San Diego on the 10th. She operated in that vicinity until sailing for the Marshall Islands on 12 December 1947. Steaming by way of Hawaii, the repair ship arrived at Eniwetok in the Marshalls on 11 January 1948 and spent the next four months providing maintenance services to the landing craft operating in support of Operation "Sandstone," nuclear bomb tests conducted there late in April and early in May. After the experiments ended, *Askari* left Eniwetok on 29



Askari (ARL-30), one of the mobile bases of the River Assault Flotilla, May 1967, servicing four armored troop carriers (ATCs) while a fifth ATC clears her side, forward, in this view taken by Chief Photographer R. Veeder. Also moored to the pontoons alongside the repair ship is one of her LCVPs. Note the booms, forward, and the A-frame amidships. The ship is painted green, reflecting her assignment to the "Brown Water Navy." (USN 1123313)

May and headed back—via Pearl Harbor—to San Diego. She reached that port on 25 June and resumed local operations.

Her service at San Diego continued through the outbreak of fighting in Korea late in June 1950. The vessel sailed for the Far East on 10 August of that year, and arrived in Kobe, Japan, on 6 September. Four days later, she was underway to participate in the amphibious landing to be carried out on the 15th at Inchon on South Korea's western coast. *Askari* served at Inchon for slightly over a month, before moving to Wonsan on the eastern coast of North Korea late in October. Chinese communist forces entered the conflict toward the end of November and sent the United Nations forces reeling southward. A portion of those troops converged on Hungnam, located due north of Wonsan about 40 miles distant, for evacuation. *Askari* shifted north from Wonsan to Hungnam to support the ships and craft engaged in bringing out the troops. During December, she fueled, repaired, and provided other services to the amphibious craft and ships transporting the troops. The evacuation ships embarked the last infantrymen about mid-afternoon on Christmas Eve, and *Askari* departed Hungnam with them. Steaming via Pusan, she arrived in Yokosuka, Japan, on the last day of 1950.

She remained in Japan until departing Yokosuka on 9 February 1951 to return to Pusan. There, the ship tended amphibious ships and craft until mid-April when she headed home. She spent 10 days in Yokosuka before resuming her voyage to the United States. *Askari* arrived in San Diego on 26 May and remained there until she moved to the Mare Island Naval Shipyard during the second week in July for overhaul. She completed repairs in mid-September 1951 and returned to amphibious repair duties at San Diego on the 20th. On 31 July 1952, she stood out to sea and proceeded to the western Pacific. Except for a brief visit to Kobe late in February 1953, *Askari* spent the entire deployment at Yokosuka performing repair work in support of the amphibious ships and craft attached to the 7th Fleet. The ship departed Yokosuka on 6 April 1953 to return to the United States and reentered San Diego Bay on 3 May. After an overhaul at Mare Island that occupied most of the summer of 1953, *Askari* again took up repair duties at San Diego at the beginning of the second

week in September. Just over a year later, on 20 September 1954, she headed back toward the Far East.

This time, however, she charted a course for a new trouble spot—the coast of southeast Asia. France's withdrawal from Indochina fragmented the peninsula into Laos; Cambodia; and two Vietnams: a communist state in the north, and a democratic one in the south. The new political arrangement prompted a massive migration of people in which the United States Navy was called upon to carry out the seaborne portion of the movement. *Askari* arrived at Henriette Passe in Along Bay near Haiphong in the north on 29 October and began providing repair and other support services for the transports, tank landing ships, and landing craft that would carry refugees from what would be communist North Vietnam to democratic South Vietnam in Operation "Passage to Freedom."

The ship ended her service on the Vietnamese coast on 18 November and promptly got underway, via Hong Kong, for Japan. She arrived at Yokosuka on 4 December 1954, and four days later, moved to Sasebo to conduct repair operations until 1 February 1955. *Askari* departed Sasebo on the latter date to provide support services for the ships engaged in another humanitarian effort, the evacuation of Nationalist Chinese from the Tachen Islands. She returned from that mission to Sasebo on 14 February and operated there for the remainder of the deployment. On 5 March 1955, she stood out of Sasebo on her way back to the United States.

The ship reached San Diego again on 4 April and worked at that port for about six months. Late in October 1955, she moved north to Astoria, Oreg., and began preparations for inactivation. *Askari* was decommissioned there on 21 March 1956 and was berthed with the Columbia River Group, Pacific Reserve Fleet.

Askari remained in reserve for slightly more than a decade. During her repose, she was berthed first at Astoria; later moved to Stockton, Calif., and ended up at Mare Island. In 1964, the United States began to intensify its involvement in the war between the South Vietnamese Government and communist insurgents. Operations in the swampy Mekong delta called for the use of a large number of river assault craft and their atten-

dant support ships. Accordingly, *Askari* was taken to the Willamette Iron & Steel Co. at Richmond, Calif., late in November 1965 to prepare for service in South Vietnam. She was recommissioned at the Mare Island Naval Shipyard on 13 August 1966, Lt. Comdr. John F. Campbell in command.

The ship spent the next four months fitting out, conducting shakedown training, and preparing to deploy to the Far East. She stood out of San Diego on 12 December 1966, bound for the western Pacific. However, an engineering casualty to her main propulsion plant caused her to remain in Pearl Harbor longer than anticipated. She finally pulled into Subic Bay in the Philippines on 6 February 1967. There, *Askari* loaded provisions, stores, and spare parts for five days before heading on to her permanent assignment in South Vietnam. She steamed into Vung Tau harbor on 15 February and reported for duty with River Assault Flotilla (RivFlot) 1.

Askari spent the remainder of her Navy career providing repair and other support services for the river monitors, motorboats, and amphibious craft attached to Allied riverine forces in the Mekong delta. She stayed at Vung Tau until the second week in June when she moved into the delta proper. The repair ship arrived at Nha Be on the Soi Rap River about five miles south of Saigon on 13 June. The mobility of the riverine forces was greatly enhanced by the fact that their base consisted of ships like *Askari* that could move with them throughout the delta and be close at hand to provide support services. A permanent base ashore would not have afforded such immediacy. During 1967 and most of 1968, *Askari* moved from location to location in the delta as the Mobile Riverine Force's zone of operations changed. On 1 November 1968, *Westchester County* (LST-1167), one of the ships that comprised the riverine force's mobile base, suffered severe damage and lost a number of crewmen as a result of the explosion of two mines attached to her hull by enemy swimmers. While continuing with her responsibilities to the rest of the riverine force, *Askari* put forth most of the effort required to salvage and to repair the tank landing ship.

At the end of 1968, the Mobile Riverine Force began to focus its attention on communist logistic routes coming into the delta from Cambodia. During the second week in December, *Askari* moved to the vicinity of the Song Vam Co, Song Vam Co Dong, and Song Vam Co Tay Rivers to support friendly vessels in their prosecution of Operation "Giant Slingshot." Her labors in behalf of the interdiction effort continued through the first eight months of 1969. At the beginning of September, the ship departed Vietnamese waters to undergo repairs at Sasebo, Japan.

When she returned to Vietnam at the end of October 1969, *Askari* resumed repair duties, this time at Chau Doc, south of her previous base of operations. She remained there until 9 November when the base ships relocated to Long Xuyen—their station for the remainder of 1969 and most of the first quarter of 1970. Late in March 1970, she and the other support ships moved to Dong Tam and provided repair services at that point until early May. On 9 May, she returned to the upper reaches of the Mekong near the Cambodian border to resume support for efforts to stop the flow of communist supplies. Early in June, the ship arrived back at Dong Tam to serve as the primary support ship for RivRon 13 and RivRon 15 until those squadrons turned over their responsibilities to South Vietnamese forces later that month. Between 25 June and 31 August, she operated successively in the upper Mekong, at Binh Thuy on the lower Mekong, and then back at Dong Tam again. Except for a round-trip mission to deliver boat engines to Song Bo De between 31 August and 8 September, *Askari* performed her support functions at Dong Tam until the middle of December.

Thereafter, the ship continued to serve at various locations in the Mekong delta for nine more months. In mid-August 1971, she proceeded from Vietnam to the Marianas on her last voyage for the United States Navy. On 1 September 1971, *Askari* was decommissioned at Guam and turned over to the Indonesian Government under the terms of the Military Assistance Program. The Indonesian Navy recommissioned her that same day as R1 *Djaja Widjaja*. Because of her status as a loan, *Askari* remained on the Navy list until February 1979. At that time, her name was struck from the Navy list; and she was permanently transferred to the Indonesian Navy by sale.

Askari earned four battle stars during the Korean conflict and received 12 battle stars and two Presidential Unit Citations for service in Vietnam.

A small venomous snake indigenous to Egypt.

I

(Sch: t. 57; cpl. 45; a. 1 32-pdr., 2 6-pdrs.)

The first *Asp*—the former British merchant vessel *Elizabeth*—was captured on Lake Ontario in 1812 by the schooner *Grouler*, purchased by the Navy from the prize court; outfitted; and commissioned on 6 February 1813, Lt. Sidney Smith in command.

Asp got underway on 25 April 1813 as a unit of Commodore Isaac Chauncy's Lake Ontario squadron escorting General Dearborn's 1,700 troops to York (now Toronto), Canada. The squadron arrived off York two days later. While Dearborn's troops hustled ashore, *Asp* and the other ships of the squadron supported them by bombarding the town's defenses. Outnumbered and outgunned, the defenders gave way after a brief, but stubborn, defense. The squadron remained at York for about a week loading booty of war and destroying that which could not be carried off. At York, the American force captured the 10-gun brig *Gloucester* and destroyed an almost complete 24-gun ship. When the warships left York, they spent the following two weeks conveying reinforcements and supplies to General Dearborn.

The next enterprise decided upon was an attack on Fort George, located almost due south from York across the western end of Lake Ontario and on the Canadian side of the Niagara River where it empties into Lake Ontario. Commodore Chauncy carefully reconnoitered the defenses of the British stronghold on 26 May. Before dawn the following morning, the squadron moved in with the embarked assault troops. While the larger ships of the squadron bombarded the various defenses and batteries around the fort, *Asp* joined *Hamilton* and *Scourge* in covering the landings themselves. Their point-blank grape shot fire riddled the British ranks to such a degree that the American troops easily established a beachhead and soon drove off the remnants of the British who tried unsuccessfully to rally further inland. In that victorious combined operation, the American Army and Navy succeeded in securing the Niagara frontier and the river by forcing the British to evacuate the entire area. It also allowed the Lake Erie squadron to be augmented by five vessels which had been bottled up in the Niagara between the falls and British batteries at the southern (Lake Erie) end of the river.

While the American squadron had been concentrating on the western end of Lake Ontario, the British had been augmenting their squadron at Kingston in the eastern portion. Late in May, they made an unsuccessful attempt to carry Sackett's Harbor by storm. Chauncy took his squadron—*Asp* included—back to the eastern part of the lake and, on 2 June, put into Sackett's Harbor where he was forced to remain due to the temporary inferiority of his force to that of the British. The enemy then ranged the lake at will capturing stockpiles and intercepting American supplies. However, on 21 July, the American squadron weighed anchor and set a course for the western end of the lake. The warships arrived at Niagara on the 27th and loaded a force of American troops to repeat the attack on York carried out the previous summer. On 30 July, the squadron conducted another successful raid on York, destroying 11 British transports and carrying off 5 cannon, some ammunition, and some flour. The ships returned to Niagara and disembarked the troops on 3 August.

While *Asp* and the rest of the American squadron were still at Niagara, the British squadron appeared off the anchorage on the 7th. For three days, the two squadrons went through a tedious series of maneuvers ostensibly to bring about an action. A somewhat desultory action took place on the evening of the 10th. It consisted of some long-range gunfire in which *Asp* participated. The main result of that skirmish was the loss of two American schooners, *Grouler* and *Julia*, which ships turned in the wrong direction and were cut off by the British. After another day or so of ineffectual maneuvering, the American squadron headed for Sackett's Harbor, where it arrived on the 13th. After taking on five weeks worth of provisions, the warships departed the harbor that same evening.

The two squadrons spent the next month sailing up and down the lake, each trying to maneuver the other into a position of

decisive advantage to itself. Near the mouth of the Genesee River on 11 September, the American warships exchanged gunfire with their British counterparts from extreme range. Though the British received the worst of it due to the American superiority in long guns, damage to both sides proved almost inconsequential; and the British escaped into Amherst Bay. After a 17-day hiatus, the two forces met again on 28 September at York Bay. When the British ships were sighted, *Asp* was in tow of the American lead ship, *Pike*, with *Tompkins* following close behind. The other American ships followed some distance astern. Fearing the loss of their sternmost ships, the British came around. The three leading American ships bore down upon them. The British van, composed of their two largest ships, the flagship *Wolfe* and *Royal George*, opened with their starboard batteries. The Americans responded, and *Pike* quickly shot away *Wolfe's* main topmast and main yard. Thereupon, the British flagship crowded sail on her foremast and moved off in headlong flight covered by *Royal George*. All other British ships, with the exception of *Royal George*, followed the example of the flagship. *Pike* tried to pursue but did not cast off *Asp* and, therefore, made no gain on the fleeing enemy who made good his escape. For the remainder of the 1813 navigation season, the American squadron kept the British blockaded in Kingston.

With the British cleared from Lake Ontario, *Asp* and the other schooners became transports for troops and stores. On one occasion, 17 November 1813, she assisted in transporting 1,100 of General Harrison's troops from the mouth of the Genesee River to Sackett's Harbor. *Asp* never again saw combat and, apparently, served through the remainder of the war as a transport. She was sold at Sackett's Harbor on 15 May 1815.

II

(Sch: t. 56; cpl. 22; a. 1 12-pdr., 2 12-pdr. car.)

The second *Asp*—a three-gun schooner purchased on 17 February 1813 at Alexandria, D.C. (now Virginia), as *Adeline*—was outfitted as a warship at the Washington Navy Yard. Under the command of Midshipman James B. Sigourney, *Asp* cruised the Chesapeake Bay into the summer of 1813.

On 14 July, she and another small warship, *Scorpion*, got underway from the Yeocomico River, Va., and entered the bay. They soon encountered two British brig sloops, HMS *Contest* and HMS *Mohawk*, which immediately gave chase. *Scorpion* made good her escape up the Chesapeake, but *Asp's* poor sailing qualities forced her to put back into the river. The two British ships anchored off the bar and prepared a boat expedition. At the sight of oncoming British boats, *Asp* cut her cable and tried to escape farther up the river. At that point, three of the British boats attacked but were beaten off. Then two other British boats joined the first three for a second attempt which proved successful. The Americans fought valiantly in spite of the lopsided odds. Midshipman Sigourney and 10 of his 20-man crew were killed defending their ship while the remainder escaped ashore when the issue became hopeless. The British set fire to *Asp* and retired. At that point, her second in command, Midshipman H. McClintock, led the remnants of *Asp's* crew back on board, extinguished the flames, and put her back in fighting trim. For whatever reason, the British declined to renew the combat.

Asp finished out her Navy career at Baltimore, Md. First, she served as tender to the frigate *Java* then under construction and later became a receiving ship at Baltimore. The schooner continued that service until sold in 1826.

III

Nahma (q.v.)—a wooden motorboat built in New Orleans, La., in 1902 and acquired by the Navy later that year for use of the Louisiana Naval Militia—was renamed *Asp* sometime in April 1917.

Aspen

A poplar tree found in North America and Europe.

(Lht.: dp. 415; l. 126'; b. 25'; dr. 8'3" (mean); cpl. 25)

The lighthouse tender *Aspen*—built at Toledo, Ohio, and launched in November 1905—was transferred from the Light-

house Service to the United States Navy on 16 April 1917, by executive order, soon after the United States entered World War I. Assigned to the 9th Naval District, headquartered at Great Lakes, Ill., *Aspen* operated out of that port under the auspices of the commandant of that district until her return to the Lighthouse Service on 1 July 1919.

Asphalt

(IX-153: dp. 10,960 (f.); l. 366'; b. 54'; dr. 33')

Asphalt (IX-153)—a non-self-propelled, concrete barge built in 1944 at San Francisco, Calif., by Barrett & Hilp, Belair Shipyards—was acquired by the Navy on 30 June 1944 through the Maritime Commission and was placed in service that same day. Assigned to the Service Force, Pacific Fleet, as a floating provisions storage facility, she spent her brief career at forward bases—for the most part at Saipan—as a unit of Service Squadron 10. When a storm struck the anchorage at Saipan on 6 October 1944, *Asphalt's* anchor chains parted, and she was driven hard aground on a coral reef. The barge was then declared a total loss. After her cargo and machinery were salvaged, she was abandoned. Her name was struck from the Navy list on 23 February 1945.

Aspinet

Apache (q.v.) was renamed *Aspinet* on 11 April 1918.

Aspirant

(ATR-42: dp. 1,360; l. 165'5"; b. 33'4"; dr. 15'10" (f.); s. 12 k.; cpl. 52; a. 1 3", 2 20mm.; cl. *ATR-1*)

ATR-42—a rescue tug constructed in 1942 and 1943 at Orange, Tex., by the Livingston Shipbuilding Co.—was transferred to the United Kingdom under the terms of the lend lease program on 3 May 1943. She served the Royal Navy throughout World War II as *Aspirant* (W.134). She was returned to the United States Navy on 20 March 1946, and struck from the Navy list on 1 May 1946. She was turned over to the Maritime Commission on 18 November 1948 for disposal. However, records of her subsequent career have not been found.

Aspire

(AM-146: dp. 650; l. 184'6"; b. 33'0"; dr. 9'9"; s. 14.8 k.; cpl. 104; a. 1 3", 4 40mm.; cl. *Admirable*)

Aspire (AM-146) was laid down on 1 November 1942 at Tampa, Fla., by the Tampa Shipbuilding Co.; launched on 27 December 1942; sponsored by Mrs. F. M. Arenberg; and completed on 29 September 1943. That same day, *Aspire* was turned over to the USSR under the lend-lease program. She served in the Soviet Navy as *T-119*. The Soviets never returned her to the United States. She was carried on the American Navy list—as MSF-146 after 7 February 1955—until struck on 1 January 1983.

Aspro

A fish found abundantly in the upper Rhone River. According to legend, the aspro comes to the surface only in bad weather, when other fishes take refuge near the bottom. This trait gave rise to its nickname, "Sorcerer."

I

(SS-309: dp. 1,525 (surf.), 2,415 (subm.); l. 311'8"; b. 27'3"; dr. 15'3"; s. 20.25 k. (surf.), 8.75 k. (subm.); cpl. 80; a. 10 21" tt., 1 5", 1 40mm.; cl. *Balao*)

The first *Aspro* (SS-309) was laid down on 27 December 1942 by the Portsmouth (N.H.) Navy Yard; launched on 7 April 1943; sponsored by Mrs. William L. Freseman; and commissioned on 31 July 1943, Lt. Comdr. Harry Clinton Stevenson in command.

The submarine held shakedown training in the waters off Portsmouth, N.H.; Newport, R.I.; and New London, Conn. After completing her tests and trial runs, she sailed on 17 September for Pearl Harbor. *Aspro* arrived at Pearl Harbor on 18 October and immediately began preparations for her first war patrol which would take her to waters around Taiwan and Sakishima Gunto. She departed Hawaii on 24 November and made a brief fuel stop at Midway on 28 November before proceeding to her assigned area. On 15 December, she spotted a Japanese convoy consisting of one tanker, two freighters, and two escorts. The submarine fired torpedoes at the tanker and claimed a hit, but apparently failed to inflict serious damage. Her next chance came on the night of 17 and 18 December when she spotted a convoy of 15 Japanese ships. At 2226, *Aspro* fired her stern tubes at a large tanker and an adjacent freighter. The submarine then made an end around run and attacked again. She claimed to have witnessed three vessels sinking, one severely crippled ship being taken under tow, and two other vessels having been damaged. With only one torpedo left, she returned to Midway on 1 January 1944, terminating her patrol after 39 days at sea. Postwar analysis failed to substantiate any of the sinkings.

During the course of the patrol, Stevenson had noticed his eyesight was growing progressively weaker. Therefore, after arriving at Midway, he underwent an eye examination and was disqualified for sea duty. He then suggested that his brother, Lt. Comdr. William A. Stevenson, relieve him. This recommendation was approved, and the change took place on 15 January 1944.

Following a refit *Aspro* departed Midway on 15 January and proceeded to Pearl Harbor to undergo brief training before heading back to Midway on 3 February en route to her second patrol. This assignment took her to an area north of Truk. On 15 February at 1121, she spotted a large Japanese submarine, which was later identified as *I-43*. After a long surface pursuit, *Aspro* drew within range of *I-43* and at 2223 fired four torpedoes. Her crew saw and heard an explosion, followed shortly by another. They then saw her target's bow rise as the victim sank by her stern. This was *Aspro*'s first confirmed sinking. On 17 February, she underwent a depth-charge attack, but suffered no damage. *Aspro* torpedoed a freighter on 4 March, and the subsequent explosion shook the submarine violently. However, the Japanese vessel was merely damaged, not sunk. The rest of this patrol passed uneventfully, and *Aspro* retired to Pearl Harbor on 28 March after 54 days at sea.

Aspro carried out her third patrol near the Palau Islands. After refitting she got underway on 22 April and headed west. Following a brief stop at Midway for supplies four days later, she continued on to waters around the Palau Islands. On 14 May, the submarine encountered a convoy of two freighters protected by three escorts. At 0554, she fired a spread of torpedoes at one freighter and, one and one-half hours later, saw the damaged ship lying dead in the water and sinking by the stern. At the end of two hours of intermittent observation, this ship later disappeared from sight. The next day, *Aspro* attacked one of the escorts of the same convoy and heard one explosion. The submarine's crew watched from the bridge as the target sank. *Aspro* remained on patrol for another month before reaching Fremantle, Australia, on 16 June. There, she was officially credited with sinking one ship and assisting in destroying another for a total loss of 8,650 tons of Japanese shipping.

The submarine spent two weeks undergoing a refit before beginning her fourth patrol on 9 July. After pausing at Darwin on 16 July to top off her fuel tanks, she proceeded to the South China Sea. Shortly thereafter, on 19 July, *Aspro* found a convoy of four medium-sized ships in company with five escort vessels off the west coast of Luzon and fired her torpedoes at 0545 and heard a series of explosions. As a result of this, she claimed to have sunk one ship and damaged a second. The next day, the submarine fired torpedoes at a member of a three-ship convoy, but all apparently missed. On 28 July, *Aspro* sighted an anchored ship flying a Japanese flag and launched a spread of torpedoes. The submarine heard three explosions, and her target emitted heavy smoke amidships and began listing to starboard and settling by the bow. The vessel became a mass of flames, and her fires continued to rage as *Aspro* withdrew from the area. A week later, she encountered the moored ship again—hard aground, listing to starboard, and completely gutted by fire. Two large holes in the hull at the waterline were visible.

On 6 August, the submarine spotted two Japanese freighters and opened fire at 1016. One of these ships was later seen to be

listing 15 degrees to port, but still underway. The next day, *Aspro* attacked a 12-ship convoy. Her torpedoes hit a large freighter which sagged in the middle and started to settle. Following this action, *Aspro* continued her patrol uneventfully before returning to Fremantle on 18 August.

On 10 September *Aspro* sailed for her fifth patrol which took her back to the South China Sea. While still in transit to the patrol area, she found her first targets on 30 September off the northeast coast of Luzon where she met a convoy of seven or eight vessels protected by four escorts. She torpedoed and heavily damaged a freighter. Two days later, she attacked a tanker and heard breaking-up noises for 10 to 15 minutes. Through her periscope, she saw her victim listing to starboard with her bow high in the air. Soon *Aspro* lost sight of the ship and claimed to have sunk her. About an hour later, *Aspro* attacked another freighter in the same convoy. The ship was seen sinking in a vertical dive, stern first.

Following this action, *Aspro* rendezvoused with *Hoe* (SS-258) and *Cabrilla* (SS-288) to form a wolf pack. On 7 October, *Hoe* spotted a large convoy consisting of about a dozen ships. At 0455, *Aspro* fired four torpedoes at a freighter and witnessed the ship's sinking. Shortly thereafter, she terminated her patrol at Saipan on 14 October and then proceeded to Pearl Harbor where she arrived on 25 October.

Aspro departed Pearl Harbor on 21 November and headed for Saipan. On 28 November her number 1 main generator threw a banding wire off the rotor necessitating a replacement of the armature. Such repairs required her return to Pearl Harbor. After a week's work there, *Aspro* got underway on 13 December for her sixth war patrol. She was assigned lifeguard duties west of Taiwan to support carrier strikes for the week of 3 January 1945. While on her station, she attacked a large, damaged tanker. Two torpedoes hit and sank this target. Her only other torpedo attack during the patrol occurred on 6 January, when she fired on two small freighters but missed. Her most important accomplishment of the patrol—which ended at Pearl Harbor on 11 February 1945—was her rescue of four downed American aviators.

Following this patrol, *Aspro* left Hawaii bound for the California coast. She entered Hunters Point on 20 February and spent the next three months undergoing overhaul. This work ended on 31 May, and she sailed for Pearl Harbor to resume her combat duties. Her seventh and final patrol began on 25 June and covered waters south of the Japanese home islands. On 8 July, she was assigned lifeguard duties in support of planes that had taken off from Iwo Jima for strikes on military targets in Japan. Beginning 20 July, she shifted position to cover carrier-based strikes against southeastern Honshu. Five days later, the submarine attacked and claimed to have sunk a Japanese tug with her final torpedo spread of the war.

On 3 August, she carried out a daring rescue of a downed aviator. *Aspro* entered Sagami Wan and came within five to six miles of the Japanese mainland to retrieve the pilot. Despite repeated Japanese air attacks, she succeeded in saving the American.

Her patrol ended on 13 August, when she moored at Midway to commence a refit. It was here that *Aspro* received word of the Japanese capitulation which ended the war. On 1 September *Aspro* departed Midway, bound for the California coast. She arrived at San Francisco on 11 September for preservation work prior to being placed out of commission on 30 January 1946 and entering the Reserve Fleet in the Mare Island berthing area.

Aspro was recommissioned on 6 July 1951 and, for the next two years, operated out of San Diego, her new home port, and performed routine work along the west coast. On 9 November 1953, she was placed in a reserve status and was berthed with the Mare Island group of the Pacific Reserve Fleet. *Aspro* was decommissioned on 30 April 1954.

The submarine was placed back in commission on 5 May 1957. She completed shakedown and was accepted into the active fleet on 8 June. She resumed her services to various units stationed along the west coast. This routine was broken by a deployment to the western Pacific in mid-1959.

Upon her return to San Diego on 22 January 1960, *Aspro* underwent overhaul. On 1 July 1960, *Aspro* was redesignated AGSS-309. She then resumed her services along the west coast. On 1 September 1962, *Aspro* was decommissioned, and her name was struck from the Navy list on 9 October 1962. She was later sunk as a target.

Aspro won seven battle stars for her World War II service.

(SSN-648: dp. 4,140 (surf.), 4,650 (subm.); l. 292'; b. 32'; dr. 29'; s. 20+ k.; cpl. 107; a. 4 21" tt.; cl. *Sturgeon*)

The second *Aspro* (SSN-648) was laid down on 23 November 1964 at Pascagoula, Miss., by the Ingalls Shipbuilding Co.; launched on 29 November 1967; sponsored by Mrs. Robert H. B. Baldwin; and commissioned on 20 February 1969, Comdr. Roy R. Wight in command.

The nuclear attack submarine sailed on 26 February to Key West, Fla., to load torpedoes. She then headed to her home port, Pearl Harbor. *Aspro* transited the Panama Canal on 8 March; arrived at Oahu on 24 March; and joined the Pacific Fleet as a member of Submarine Squadron 12, Submarine Division 12. Following three weeks of upkeep, the ship proceeded to Bangor, Wash., where she unloaded her torpedoes before entering the Puget Sound Naval Shipyard on 23 April for alignment of her fire control system. Leaving drydock on 4 May, she held tests along the west coast for one month before returning to Pearl Harbor on 8 June.

Local operations occupied her time during the month of July. In August, she served as a school ship for prospective commanding officers and took part in two exercises—"Kilo 5-69" and "Holdex 4-69"—carried out in the Hawaiian operating area. Weapons tests and a reactor safety examination preceded her entry into the Pearl Harbor Naval Shipyard that fall for post-shakedown repairs.

The warship got underway again on 6 March 1970 to conduct sea trials around Hawaii, followed by weapons trials during April. From 18 May through 12 June, upkeep at the Submarine Base, Pearl Harbor, occupied her time. *Aspro* then began to prepare for a deployment. On 19 July, she departed Pearl Harbor for a six-month western Pacific (WestPac) deployment. She arrived in Yokosuka, Japan, on 10 September and commenced upkeep. On 29 September, the submarine visited Okinawa and, the next day, began more than a month of 7th Fleet operations. She returned to Okinawa on 8 November and shifted to Subic Bay in the Philippines a week later for a fortnight's upkeep. She sailed to Hong Kong late in November, providing services to aircraft along the way, and arrived at that British crown colony on 1 December for a week of leave and liberty. After an antisubmarine warfare (ASW) exercise between 8 and 17 December, the warship operated on "Yankee Station" in the Gulf of Tonkin before returning to Subic Bay on New Year's Eve, 1970.

The submarine left the Philippines on 2 January 1971, bound for Guam where she spent several weeks engaged in tests before returning to Pearl Harbor on 5 February. She spent the remainder of 1971 alternating periods in port with exercises in the local operating area.

On 5 January 1972, the warship commenced a restricted availability at the Pearl Harbor Naval Shipyard which was followed by another month in upkeep. On 11 March, she resumed operations in Hawaiian waters and, on 15 April, began preparations to deploy. *Aspro* finally got underway on 13 May and arrived at Yokosuka on 24 June. After a week in port, the submarine left there on 4 July to begin 7th Fleet operations. She arrived at Pusan, Korea, on 13 August for a two-day visit and then shifted to Sasebo, Japan, for three days. Following an exercise with *Hawkbill* (SSN-666) from 18 to 26 August, *Aspro* arrived at Hong Kong on 27 August. On 2 September, she was underway for Guam, where she arrived on 7 September and began two weeks of upkeep. On the 21st, she put to sea to return to Pearl Harbor, arriving there on 18 November. She remained in port through the Christmas holidays.

The submarine spent the first three months of 1973 operating locally conducting tests. She left Pearl Harbor on 17 March, bound for Pascagoula, Miss.; transited the Panama Canal on 28 March; and commenced her overhaul at the Ingalls Shipbuilding Corp. yards in Pascagoula on 1 April.

The yard work ended on 12 May 1974, and *Aspro* departed Pascagoula the next day. After retransiting the canal, she made liberty stops at San Diego, Calif., and Bremerton, Wash., then held acoustic trials in Puget Sound from 4 to 7 June. The nuclear submarine returned to Pearl Harbor on the 19th after an absence of more than 15 months and spent the rest of 1974 conducting operations in the Hawaiian Islands.

The beginning of 1975 found *Aspro* preparing for a deployment to the Far East. After her final loadout, she left Pearl Harbor on

29 May, conducted an exercise with *Rathburne* (DE-1057) the next day, and reached Yokosuka on 10 June for a week's visit. On the 19th, *Aspro* began operations at sea that lasted until 10 August when she arrived at Guam. The submarine participated in exercises with units of the 7th Fleet from 24 August to 3 September, made voyage repairs at Subic Bay from 4 to 16 September, and carried out exercises near Subic Bay with *Kitty Hawk* (CVA-63) between 17 and 29 September. *Aspro* left the Philippines on 1 October, bound for the Marianas. She arrived at Guam on 5 October and remained there until 27 October when she sailed for Hong Kong. From 6 to 18 November, the submarine took part in ASW exercises with 7th Fleet air and surface units. After pausing briefly at Guam, she returned to Pearl Harbor on 4 December and commenced post-deployment standdown.

The first two and one-half months of 1976 were spent on upkeep and exercises. On 15 March, *Aspro* entered drydock at the Pearl Harbor Naval Shipyard. Upon completion of this work on 23 April, she began sea trials, exercises, and final preparations for a tour of duty along the west coast of North America. *Aspro* left Pearl Harbor on 6 September and stopped at Esquimalt, British Columbia, on 16 September for a two-day liberty call. She arrived at Bangor, Wash., on 23 September to unload her weapons. She commenced her overhaul on 11 October 1977.

Aspro finished the overhaul on 11 March 1979 and got underway for sea and acoustic trials. On 28 April, she went to Bangor, Wash., for weapons trials. The nuclear submarine made the voyage to San Diego between 17 and 22 May, conducting deep water acoustic trials en route. Upon her arrival in San Diego, she spent one week in availability with *San Onofre* (ARD-30). *Aspro* arrived back in Pearl Harbor on 8 June after an absence of 21 months and spent the remainder of 1979 conducting training exercises, ASW operations, and preparing for a deployment in 1980.

Those preparations continued through January 1980 and well into February. The nuclear submarine embarked upon her voyage west on 24 February and arrived in Buckner Bay, Okinawa, on 9 March. On the 11th, *Aspro* put to sea to take part in Exercise "SHAREM 35." She returned briefly to Buckner Bay on the 16th then set out for the Philippines. The warship entered Subic Bay on 20 March and remained there until 6 April. At that time, she got underway for the Mariana Islands. *Aspro* stayed at Guam from the 12th to the 24th and then set sail for Japan. The nuclear submarine made a brief stop at Yokosuka on 4 May before embarking upon a month of operations at sea. *Aspro* returned to Yokosuka on 10 June but put to sea again on the 12th on her way to Hong Kong. The liberty call at Hong Kong lasted from the 17th to the 21st, and then *Aspro* headed back to Guam, where she spent the period from 27 June to 16 July. She put to sea on 16 July for her last operational assignment of the deployment. She concluded both that operation and the deployment at Pearl Harbor on 30 August.

Following the usual standdown period, *Aspro* resumed local operations in the Hawaiian Islands. She remained so employed until the beginning of 1981 when she began a restricted availability at the Pearl Harbor Naval Shipyard that lasted until late in March. On 26 March, the nuclear submarine left the shipyard and resumed normal operations out of Pearl Harbor. That duty occupied the warship's time until midsummer when she began getting ready for another tour of duty in the Far East. *Aspro* stood out of Pearl Harbor for the Orient on 2 September. During the deployment, the warship visited a variety of ports in the western Pacific and in the Indian Ocean and successfully prosecuted all her operational missions. The nuclear submarine returned to Pearl Harbor on 16 March 1982 and commenced the normal month of post-deployment leave and upkeep.

Aspro resumed operations out of Pearl Harbor in April 1982. She participated in the multinational exercise, Operation "RIMPAC 82" and served as a training platform for both prospective commanding officers and midshipmen. Early in July, the nuclear submarine embarked upon a five-week cruise that took her to the California coast and back. During that mission, she participated in ASW exercises and in FLEETEX 1-82. *Aspro* arrived back at Oahu on 12 August and began preparations for cold weather drills. On 15 October, *Aspro* and *Tautog* (SSN-639) got underway for the Arctic region. In addition to their cold weather drills, the two nuclear submarines gathered scientific data to improve our knowledge of the cold northern region. They also made a winter rendezvous at the North Pole on 20 November 1982 celebrated by the mailing of cachet envelopes prepared

specially for the occasion. *Aspro* returned to Pearl Harbor on 15 December and commenced holiday routine.

The relative inactivity of the holidays blended almost imperceptibly with the upkeep at Pearl Harbor that occupied the nuclear submarine during the month of January 1983. In February, she resumed duty in the Hawaiian operating area, and those evolutions continued through March, April, and May. In June, *Aspro* began preparations for another tour of duty with the 7th Fleet. The warship departed Pearl Harbor in July for a deployment highlighted by visits to many of the exotic ports of the Far East and successful completion of all assigned missions. She returned to Pearl Harbor on 23 October and, after post-deployment standdown, took up local operations. That duty continued into 1984. On 16 January 1984, however, the nuclear submarine entered the floating drydock *Competent* (AFDM-6) for a restricted availability. Later, she resumed operations at sea.

On 24 July 1984, the nuclear submarine deployed to the western Pacific once again. Operating both in the Pacific and Indian Oceans, *Aspro* carried her assignments to successful conclusions and made port calls at a number of interesting places. She returned to Pearl Harbor in January 1985 and, following the usual leave and upkeep period, embarked upon local operations once more. In April 1985, she visited the west coast again. That summer, *Aspro* voyaged to Arctic regions for more cold weather drills. She returned to Hawaii at the end of September and resumed local operations in October. That employment occupied her time through the end of 1985 and for the first four months of 1986. In May of 1986, she headed north for another round of cold weather exercises. The warship returned to Pearl Harbor on 11 July and remained in the area until early September when she cruised to the northern Pacific. *Aspro* concluded that voyage on 27 October at the Mare Island Naval Shipyard where she began a regular overhaul on 15 November 1986. At the beginning of 1987, the nuclear submarine was still at Mare Island for an extended period of repairs.

Asquith

An island off Maryland's Eastern Shore on the Chesapeake Bay.

(YFB-42: t. 569 (gross); l. 172'3"; b. 42'0"; dr. 9'6")

Gotham—a ferryboat constructed in 1941 at Oyster Bay, Long Island, N.Y., by the Jacobson Shipyard—was purchased by the Navy at New York City from Electric Ferries, Inc., of that city of 19 December 1942; renamed *Asquith*; designated YFB-42; and was placed in service that same day. Assigned to ferry duty in the 1st Naval District, she arrived at her duty station—Newport, R.I.—on 6 January 1943. For the remainder of World War II and for two years, thereafter, she served as a ferry at the Torpedo Station, Newport, R.I. She was placed out of service sometime in September 1947 and was turned over to the Maritime Commission for disposal. Her name was struck from the Navy list on 29 September 1947.

Assail

(AM-147: dp. 650; l. 184'6"; b. 33'0"; dr. 9'9"; s. 14.8 k.; cpl. 104; a. 1 3", 4 40mm.; cl. *Admirable*)

Assail (AM-147) was laid down on 1 November 1942 at Tampa, Fla., by the Tampa Shipbuilding Co.; launched on 27 December 1942; sponsored by Miss M. T. Hicks; and completed on 5 October 1943. She was transferred to the Soviet Union on the day she was completed under the lend-lease program, and she served the Soviet Navy as *T-120*. Never returned, *Assail* was carried on the American Navy list—as MSF-147 after 7 February 1955—until struck on 1 January 1983.

Assertive

I

(AMc-65: dp. 195; l. 97'0"; b. 22'0"; dr. 9'0"; s. 10.0 k.; cpl. 19; a. 2 .50-cal. mg., 2 .30-cal. mg.; cl. *Accentor*)

The still unnamed wooden-hulled coastal minesweeper AMc-65 was laid down on 5 April 1941 at South Bristol, Maine, by the Bristol Yacht Building Co.; named *Avenge* (AMc-65) on 17 May 1941; renamed *Assertive* on 23 May 1941 when the name *Avenge* was reassigned to AMc-66; launched on 19 November 1941; sponsored by Mrs. Harvey Gamage of Bristol, Maine, the wife of a partner in the Bristol Yacht Building Co.; delivered to the Navy at the Boston Navy Yard on 19 February 1942; and placed in service there on 7 March 1942.

Following shakedown training at the Mine Warfare School, Yorktown, Va., *Assertive* was assigned to the 3d Naval District and operated from New York for the duration of the war in Europe. In mid-June 1945, the minesweeper was shifted south to the 6th Naval District and operated out of Charleston, S.C., on sweeping duties until 7 July, when she returned to the 3d Naval District. Directed to proceed back to Charleston for disposition under the auspices of Commandant, 6th Naval District, *Assertive* was placed out of service there on 30 November 1945, and her name was struck from the Navy list on 19 December 1945.

Accepted by the Maritime Commission on 4 October 1946, the former minecraft was simultaneously delivered, at Charleston, to her purchaser, Mr. Joseph Giacalone of Boston.

II

(T-AGOS-9: dp. 2,285; l. 224'0"; b. 43'0"; dr. 15'1"; s. 11 k.; cpl. 30; a. none; cl. *Stalwart*)

Assertive (T-AGOS-9) was laid down on 30 July 1985 at Tacoma, Wash., by the Tacoma Boatbuilding Co.; launched on 20 June 1986; sponsored by Mrs. L. Wayne Army, III; and delivered to the Military Sealift Command on 9 September 1986. She was scheduled to complete her outfitting early in 1987 and begin active duty.

Assistance

Medric—a wooden-hulled, single-screw fishing trawler completed in 1920 at South Portland, Maine, by the East Coast Fisheries Co.—was inspected by the Navy on 1 June 1920, in the 1st Naval District, for possible use as a minesweeper, and was assigned the identification number (Id. No.) 3273. However, *Medric* was not taken over for service in that capacity.

She again came under the Navy's gaze as war clouds gathered in late 1941. Considered for employment as a salvage vessel, *Medric* was assigned the name *Assistance*, and the classification ARS-10, on 6 November 1941. Nevertheless, after she had been found "unsuitable for Navy use," her acquisition was cancelled on 11 November 1941. The name *Assistance* (ARS-10) was accordingly cancelled three days later.

The name *Assistance* and classification BAR-17 were assigned to the EC2-S-C1 "Liberty" ship laid down under a Maritime Commission contract (MC hull 2649) on 17 May 1944 at Baltimore, Md., by the Bethlehem-Fairfield Shipyard, Inc. Launched on 20 June 1944 and sponsored by Mrs. H. B. C. Gill, *Assistance* was delivered incomplete to the Navy on 28 June 1944. Fitted out as a repair ship and turned over to the government of the United Kingdom under lend-lease on 20 January 1945, *Assistance*—given the British pendant number F.173—operated under the White Ensign of the Royal Navy until returned to the United States in 1946. Struck from the Navy list in August 1947, the "Liberty" ship was turned over to the Maritime Commission and remained with that agency until her name disappeared from contemporary merchant ship listings in 1975.

Assurance

I

(MSO-521: dp. 960; l. 190'; b. 36'; dr. 12'; s. 15 k.; cpl. 83; a. 1 40mm.; cl. *Ability*)

The first *Assurance* (MSO-521) was laid down on 28 January 1957 at Sturgeon Bay, Wis., by Peterson Builders, Inc.; launched

on 31 August 1957; sponsored by Mrs. Vernon W. Thomson; and commissioned at Boston, Mass., on 21 November 1958, Lt. Comdr. Frank L. Crump, Jr., in command.

The new, nonmagnetic, ocean minesweeper was assigned to Mine Force, Atlantic Fleet, as a member of Mine Division (MinDiv) 45, with Charleston, S.C., her home port. While taking part in numerous minesweeping exercises, she visited ports along the east coast, on the Gulf of Mexico and in the Caribbean into the following summer.

On 1 July 1959, *Assurance* was transferred to MinDiv 81; and her home port was changed to Panama City, Fla. Her primary mission then changed to service as a test platform for the Mine Defense Laboratory located there. She operated in the Panama City area until 9 February 1962, when she sailed for the Mediterranean and visited ports in Sicily, Greece, Crete, Italy, Spain, and France. She carried out several minesweeping operations before getting underway on 6 August to return to Panama City. Upon her arrival home on 24 August, the minesweeper resumed her schedule of local operations.

Late in 1963, the ship varied this routine with a deployment to the Caribbean. While in the West Indies, she took part in amphibious landing exercises off Vieques, Puerto Rico. She returned to Panama City in February 1964 and resumed her service with the Mine Defense Laboratory. In May, she got underway to sail via Key West, Fla., to Charleston, S.C., for repairs in drydock. She returned to Panama City in June.

After three months of service and a short tender availability, *Assurance* sailed on 1 October with MinDiv 81 for a tour in the Mediterranean. She took part in Operation "Steel Pike II," then put in to Malaga, Spain, before moving to Naples, Italy. The minesweeper sortied with Task Force 61 for operations at Aranci Bay, Sardinia. After stops in Toulon, France, and Santa Manza, Corsica, *Assurance* proceeded to San Remo, Italy, for the Christmas holidays.

During the first two months of 1965, the minesweeper took part in various NATO exercises. Upon her return to Panama City in March, she resumed work for the Mine Defense Laboratory before entering the Charleston Naval Shipyard in July for an overhaul. In September, she returned briefly to Panama City and then sailed in early October for Port Arthur, Tex. The ship resumed her duties at Panama City on 21 October.

Assurance began 1966 with a tender availability alongside *Pandemus* (ARL-18). On 7 March, she sailed for refresher training at Guantanamo Bay, Cuba, and visited Montego Bay, Jamaica, before returning to Panama City on 6 April. The next one and one-half months were spent preparing for overseas deployment. On 12 June, *Assurance* got underway and joined other units of MinDiv 81 at Valencia, Spain, on 2 July. She shifted to La Spezia, Italy, on the 16th and took part in an exercise with minesweeping craft of the Italian Navy. On 8 August, she participated in "Phiblex 1-66," held south of Porto Scudo, Sardinia. On the 18th, the ship headed for Malta. En route, she was diverted to conduct a special surveillance mission off the coast of Tunisia. Having completed this task, *Assurance* arrived at Valetta, Malta, on 25 August. She also visited Piraeus, Greece; Naples, Italy; and Rota, Spain, before sailing on 21 September for the United States. The vessel spent the remainder of the year in a leave and upkeep status at Panama City.

Assurance sailed to Charleston, S.C., on 11 January 1967 for interim overhaul and returned to her home port on 11 March to commence type training. She sailed back to Charleston on 5 July to provide services to the naval mine warfare school and then briefly visited Panama City before returning to Charleston for overhaul. This yard period ended on 15 December, enabling the minesweeper to return to Florida on the 19th.

The first three months of 1968 found the ship conducting refresher training. She returned to Panama City in April and worked with the Mine Defense Laboratory. In October, *Assurance* was at Pensacola, Fla., for a restricted availability before finishing the year in port at Panama City.

The minesweeper got underway for the Mediterranean on 11 January 1969 and, following stops at Bermuda and the Azores, arrived at Gibraltar on 4 February. Visits to Valetta, Malta, and Athens, Greece, preceded the minesweeper's participation in an amphibious exercise near Nampion, Greece. *Assurance* then conducted surveillance operations south of Crete and visited La Spezia in March. Combined NATO amphibious operations occupied the month of April. The ship left Rota, Spain, on 26 May, to sail back to the United States. After her arrival in Panama City on 16 June, she spent the next four months in local

operations and, on 13 November 1969, commenced an overhaul at Charleston that lasted until early April of 1970. Between April and September of 1970, *Assurance* conducted refresher and type training along the eastern seaboard. Late in September, she arrived in Charleston to begin preparations for inactivation. After 10 weeks in Charleston, however, the minesweeper learned that the order for her decommissioning had been reversed. In mid-December 1970, her home port assignment was changed from Panama City, Fla., to Charleston.

The new year 1971 found *Assurance* involved in the reactivation process. On 1 April, she became a member of Mine Division 21, Mine Flotilla 2. On 26 April, the minesweeper got underway for refresher training; but, that same day, she suffered a major engine casualty and was forced to return to port for repairs which lasted three months. The ship got underway again on 2 August, successfully completed all phases of her training by 5 October, and rejoined the Atlantic Fleet. *Assurance* took part in MINEX 1-71 from 15 to 22 October and then sailed to Mayport, Fla., for interim drydocking. The minesweeper returned to Charleston on 19 November and soon thereafter took part in an air mine countermeasures operation. On 14 December, she was back at Charleston for a leave and upkeep period.

Assurance spent most of 1972 operating in the Charleston area. She provided services to the Fleet Mine Warfare Training Center at Charleston and conducted minesweeping exercises before sailing to Cape Kennedy, Fla., to support the launching of the Apollo XVII space shot. The vessel returned to Charleston on 8 December and finished the year undergoing upkeep.

Assurance was redesignated AG-521 on 1 March 1973. On the 23d, she sailed to Fort George Island, Fla., for overhaul by the Atlantic Drydock Corp. During this work, her minesweeping gear was removed. *Assurance* was back in Charleston on 1 June to commence a restricted availability. She got underway on 8 October, bound for Norfolk and refresher training. From 19 to 27 November, *Assurance* was off Port Everglades, Fla., for tests. The ship closed the year in port at Charleston.

On 7 January 1974, *Assurance* got underway at Nassau for New Providence. The ship remained in the Bahamas until late in January when she returned to her home port. The period from 25 February to 5 May was spent in a restricted availability at Charleston. Then fleet exercises and a midshipman training cruise occupied *Assurance* until 16 July, when the ship began a transatlantic voyage to join the 6th Fleet in the Mediterranean. Following brief stops at Bermuda and Ponta Delgada, the minesweeper arrived at Rota on 8 August. For the next three and one-half months, she participated in numerous exercises and visited Palma, Mallorca; Naples and Brindisi, Italy; and Barcelona, Spain. On 3 December, she reversed her course and headed back to Charleston. She arrived there on 20 December.

For the first four and one-half months of 1975, the ship operated in the Caribbean. On 10 May, she returned to Charleston and prepared for an overhaul. On 16 June, she entered the Detyen's Shipyard, Wando, S.C. Her overhaul was finished on 11 November; and, on 3 December, *Assurance* got underway for Guantanamo Bay, Cuba, and refresher training. She returned to Charleston on 23 December for holiday leave and upkeep.

The minesweeper began 1976 in upkeep at Charleston and operated in the Jacksonville, Fla., area from 13 to 26 March. She conducted special operations in the western Atlantic from 15 April through 14 June and, after a brief visit to Halifax, Nova Scotia, returned to Charleston. On 26 July, *Assurance* got underway for two weeks of operations in the Virginia capes area, followed by a week of repair work on her engines at Little Creek. On 20 August, *Assurance* arrived back at Charleston and remained there for the duration of the year.

On 10 January 1977, the ship entered drydock at Mayport, Fla. She cleared the keelblocks on 7 March, and took part in Operation "Cleansweep" from the 11th to the 20th. She returned briefly to Charleston before deploying on 11 April for special operations in the Caribbean and western Atlantic. Upon her return to Charleston on 24 June, the minesweeper commenced preinactivation procedures. *Assurance* was decommissioned at Charleston on 30 September 1977, and her name was struck from the Navy list simultaneously. In December of 1979, the former minesweeper was sold to the Ampol Corp. for scrapping.

II

(T-AGOS-5: dp. 2,285; l. 224'0"; b. 43'0"; dr. 15'1" (f.); s. 11 k.; cpl. 30; cl. *Stalwart*)

The second *Assurance* (T-AGOS-5), an ocean surveillance ship, was laid down on 16 April 1984 at Tacoma, Wash., by the Tacoma Boatbuilding Co.; launched on 12 January 1985; sponsored by Mrs. Joseph K. Taussig, Jr., the wife of the Deputy Assistant Secretary of the Navy for Civilian Personnel Policy/Equal Employment Opportunity; delivered to the Military Sealift Command (MSC) on 1 May 1985; and simultaneously was placed in service under the operational control of MSC, Pacific.

Aster

A large genus of thistles.

(ScTug: t. 285; b. 23'; dph. 10'; dr. 10'; cpl. 30; a. 1 30-pdr. P.r., 2 heavy 12-pdr. sb.)

On 25 July 1864 at Philadelphia, the Union Navy purchased the wooden steamer *Alice* from Bishop, Son, and Company. Renamed *Aster*, this screw tug was placed in commission on 12 August 1864, Acting Master Samuel Hall in command.

On 25 August 1864, Secretary of the Navy Gideon Welles ordered *Aster* to proceed to waters off Wilmington, N.C., for duty in the North Atlantic Blockading Squadron. Since the ship's logs do not seem to have survived, the details of her voyage south are unknown. She apparently joined the squadron sometime during the first fortnight of September, but, on the 16th of that month, was at Norfolk undergoing repairs.

She arrived off New Inlet on 7 October and began her blockading duties. About an hour before midnight, she sighted a vessel steaming toward New Inlet and gave chase. Just as she was about to cut off the blockade runner—which later proved to be the Halifax steamer *Annie*—*Aster* grounded on Carolina Shoals.

Hall and his crew made every effort to refloat *Aster*, but failed. He then transferred his crew to *Berberry* and then, aided by his officers, put the torch to the ship which then blew up.

Asterion

A star in the constellation Canum Ven.

I

(AK-100: dp. 6,610; l. 382'2"; b. 46'1"; dr. 21'6"; s. 10 k.; cpl. 141; a. 4 4", 4 .50-cal. mg.; 4 .30-cal. Lewis mg.; 6 dep.)

Evelyn—a steel-hulled, single-screw steamer—was laid down on 17 January 1912 by the Newport News (Va.) Shipbuilding and Dry Dock Co., for the A. H. Bull Steamship Line; launched on 9 May 1912; and delivered on 11 June 1912.

For the next 30 years, *Evelyn* operated between ports on the eastern seaboard of the United States and the West Indies, carrying passengers and freight. During World War I, she was inspected in the 3d Naval District on 9 January 1918, for possible naval service and was assigned the identification number, Id. No. 2228. However, she was not actually taken over. Remaining a merchantman, she received a Navy armed guard detachment who protected her between 31 January and 11 November 1918.

Acquired by the Navy from the Bull Line early in 1942, *Evelyn* was renamed *Asterion* and classified as a cargo ship, AK-100. That designation, however, was strictly a "cover," for *Asterion*, like her sister ship *Atik* (AK-101) (the former *Carolyn*) was to pursue the far more dangerous game of a "Q-ship." While this *ruse de guerre* had worked moderately well in World War I, it was at best a stop-gap measure adopted in the hope of ending a rash of sinkings of merchantmen in American coastal waters. Given a main battery, machine guns and depth-charge gear hidden in concealed positions, *Asterion* was placed in commission at the Portsmouth (N.H.) Navy Yard in early March 1942, Lt. Comdr. Glen W. Legwen, Jr., in command.

After brief sea trials, *Asterion* sailed for her assigned patrol area on 23 March 1942 in company at the outset with her sister ship *Atik*. The mission assigned each ship was to sail under the guise of a "tramp" steamer, proceeding independently, in the hope of luring a U-boat to the surface and destroying the submarine with gunfire before she could realize what was happening. Once out at sea, the two vessels parted company.

One day out, *Asterion* picked up a submarine contact on her underwater detection gear. Two days later, however, her radios

picked up ominous traffic. "*Carolyn*" (*Atik*) had been torpedoed. Then, after luring her assailant, *U-123*, to the surface with her "tramp" steamer guise, *Atik* had engaged the U-boat with gunfire, but succeeded only in wounding a German officer on the submarine's bridge before the German captain wisely broke off the action and cleared the area to await nightfall and a second crack at the Q-ship. *U-123* delivered the coup de grace that evening, and *Atik* exploded and sank. *Asterion* plodded immediately to *Atik*'s assistance; but, when she arrived on the scene, found only wreckage. Not a man in *Atik*'s crew had survived.

Arriving at Norfolk, Va., on 31 March 1942, *Asterion* set out for her second cruise on 4 April, and that afternoon witnessed the torpedoing of the tanker SS *Comol Rio* by *U-154*. A destroyer arrived on the scene shortly thereafter and took up the search after *Asterion* had picked up a sound contact.

Operating off Cape Hatteras, N.C., 10 days later, *Asterion* rescued the 55 men of the crew of a British merchantman that had been torpedoed earlier—saving even the captain's dog. She entered New York harbor on 18 April and there disembarked the sailors she had rescued, cautioning them not to tell anyone of what they had seen on board the "Q-ship."

Asterion's third cruise commenced on 4 May 1942 from New York, and she sailed between Key West and Norfolk, proceeding as an independently routed merchantman or as a straggler from a convoy. The fourth cruise commenced on 7 June 1942, and, due to increased submarine activity in the Gulf of Mexico, the "Q-ship" set course for those dangerous waters. Clearing New York, she sailed down the eastern seaboard, transited the Straits of Florida on 11 June, passed the Dry Tortugas on 14 June; and thence steamed to the Yucatan Channel. Then, after reversing course, she moved to the Mississippi River Delta whence she continued on a westerly course toward Galveston, Tex. She then returned to New York, and arrived there on 6 July.

Departing New York a fortnight later, *Asterion* went directly to Key West and then sailed north of the Bahamas to the Windward Passage. Returning to New York on 18 August, *Asterion* sailed at the end of the month for her sixth cruise, which took her through the waters that she had traversed on the fifth patrol. On 25 September 1942, she was redesignated AK-63. Commencing her seventh cruise on 18 November, the ship proceeded to Key West and, while there, carried out on 30 November with a friendly submarine.

On 2 December 1942, *Asterion* got underway for the British West Indies and, going via the Old Bahama Channel, followed the convoy route to Trinidad, patrolling to the westward of Aruba, in the Dutch West Indies. Departing Trinidad on the day after Christmas the ship headed home and arrived at New York on 10 January 1943.

Over the next few months, *Asterion* underwent an extensive overhaul, involving the strengthening of her whole structure and modification of her armament. Steaming to New London, Conn., on 4 September, *Asterion* operated with American submarines, in training. After returning briefly to New York, from 18 to 20 September, she resumed her training at New London before proceeding back to New York for post-shakedown availability. During the ensuing weeks, on 14 October 1943, Admiral King decided that—since the "Q-ship" effort had achieved nothing—*Asterion* should be assigned to other duties. On 16 December 1943, the venerable auxiliary and erstwhile "tramp" was ordered to proceed to Boston, Mass., where she reported to the Commandant, 1st Naval District, for transfer to the Coast Guard.

Turned over to that service and commissioned by it at Boston on 12 January 1944, *Asterion* (given the designation WAK-123) was converted for service as a weather ship. Ten days later, on 22 January 1944, her name was struck from the Naval Vessel Register. Based at Boston, *Asterion* performed duty as a weather patrol ship on Atlantic stations 3 and 4 until decommissioned on 20 July 1944 because of "age, condition of hull and machinery, and lack of speed." Turned over to the War Shipping Administration for disposal in April 1946, *Asterion* was sold to the Boston Metals Co. on 10 September 1946 and was subsequently scrapped.

Asterion (AK-63) earned one battle star for her World War II service.

II

(AF-63: dp. 12,130 (f.); l. 455'2"; b. 62'; dr. 28'6"; s. 17 k.; cpl. 56; cl. *Asterion*; T. VC2-S-AP3)

The second *Asterion* (AF-63) was laid down under a Maritime Commission contract (MCV hull 41) on 10 June 1944 at Los Angeles by the California Shipbuilding Corp., as *Arcadia Victory*. Launched on 27 July 1944 and sponsored by Mrs. James T. Wishart, *Arcadia Victory* was delivered to her operators, the American President Lines, on 3 September 1944. She operated under that shipping line's flag until laid up late in 1952.

Removed from the National Defense Reserve Fleet berthing area at Suisun Bay, Calif., on 7 November 1961, *Arcadia Victory* was acquired by the Navy from the Maritime Commission on 12 November 1961. Renamed *Asterion* and classified as a store ship, AF-63, on 4 December 1961, the ship was taken to the Willamette Iron and Steel Co. of Portland, Ore., where she underwent conversion to a refrigerated store ship.

Placed in service with the Military Sea Transportation Service (MSTS) (later Military Sealift Command, MSC) in September 1962 as USNS *Asterion* (T-AF-63), the ship operated in the MSTS (later, MSC), Pacific Area, delivering fresh and frozen foods to Pacific and Far Eastern ports. Early in her career, in 1963, she suffered minor damage to her bow in a collision off San Francisco with the Japanese freighter *Kokoku Maru*. Carrying "everything from steak and spuds, to mobile cranes and dynamite," *Asterion*—the winner of the MSTS "Smart Ship Award" in 1967—operated in the Pacific for the next decade; her ports of call ranged from Setthahip, Thailand, and Saigon, South Vietnam, to Seattle, San Francisco, and Yokohama. As American involvement in the Vietnam War grew, *Asterion's* itinerary included the ports of Qui Nhon, Cam Ranh Bay, and Danang.

Asterion arrived at Yokohama on 8 June 1973 from her last voyage as a "reefer ship," and her name was struck from the Navy list on 15 June 1973. Transferred, at Yokohama, to the Maritime Administration for disposal, she was sold to N. W. Kennedy, Ltd., of Vancouver, British Columbia, Canada, on 31 August 1973.

Astoria

A city and port of entry in northwestern Oregon located on the southern bank at the mouth of the Columbia River. It is the seat of government for Clatsop County.

Omaha (q.v.), a screw sloop of war, was laid down as *Astoria* in 1867. However, before her commissioning in 1872, she was renamed *Omaha* on 10 August 1869.

I

(ScStr: dp. 7,150 (n.); lbp. 319'7"; b. 46' (wl.); dr. 20'1" (mean); s. 9.5 k.; cpl. 131; a. 4 3", 2 mg.)

The first *Astoria*—a steel-hulled, coal burning steam cargoman constructed in 1902 at Sunderland, England, by J. Blumer & Co. as SS *Burbo Bank* for the Fenwick Shipping Co., Ltd.—was acquired by Leonhardt & Blumberg of Hamburg, Germany, shortly before the beginning of World War I and was renamed SS *Frieda Leonhardt*. After the outbreak of hostilities, she took refuge in Jacksonville, Fla., and remained there until the United States entered the war against Germany in the spring of 1917. She was then seized by United States Customs officials and was turned over to the United States Shipping Board (USSB). Transferred to the Navy by an executive order dated 22 May 1917, the freighter was moved to Charleston, S. C., to be prepared in the navy yard there for naval service. Renamed *Astoria*, she completed conversion late in 1917 and was commissioned on 15 November 1917, Lt. Comdr. Warren F. Purdy, NNV, in command.

Assigned to the Naval Overseas Transportation Service, *Astoria* departed Charleston on 23 November for a voyage to Gulfport, Miss., and back; reentered Charleston on 19 December; and remained until the last day of the year when she got underway for Hampton Roads, Va. The ship loaded a cargo of Army supplies, put to sea on 26 January 1918, and reached the French coast early in February. On 15 February—while anchored in port at Brest, France—*Astoria* was rammed by the French ship SS *La Drome* and suffered damage which required several weeks of repairs before she could resume action.

On 10 May, the ship was assigned duty as a coal carrier for the Army. In that capacity, she shuttled between Cardiff, Wales,

and the French ports of Brest, St. Nazaire, and La Pallice for the remainder of the war and into 1919. After a stop at Queenstown, Ireland, between 2 and 22 February, she got underway for the United States and operated along the east coast until April 1919 when she began one more round-trip voyage to France. Upon her return, she resumed cargo-carrying operations out of Norfolk and continued that role through the end of 1919. She stood out of Norfolk, on 5 January 1920, and steamed through the Panama Canal to the west coast. During her 10 months of operations with the Pacific Fleet, she was classified AK-8 on 17 July 1920. On 11 November, the ship headed back toward the east coast. *Astoria* was decommissioned at Boston, Mass., on 20 April 1921; and she was sold on 20 December 1921 to Mr. Richard T. Green of Chelsea, Mass. Thereafter, the ship remained active in merchant service—under the names *Astoria* and, later, *Hartwelson*—for more than two decades. On 5 May 1943, she ran aground on Bantam Rock, Sheepscot Bay, Maine, and foundered.

II

(CA-34: dp. 9,950; l. 588'0"; b. 61'9" (l.); dr. 19'5" (mean); s. 32.7 k.; cpl. 899; a. 9 8", 8 5", 2 3-pdrs., 8 .50-cal. mg.; cl. *New Orleans*)

The second *Astoria* (CL-34) was laid down on 1 September 1930 at the Puget Sound Navy Yard; reclassified as a heavy cruiser, CA-34, on 1 July 1931; launched on 16 December 1933; sponsored by Miss Leila C. McKay, a descendant of one of the partners in the Astor expedition that founded Astoria, Oreg.; and commissioned on 28 April 1934, Capt. Edmund S. Root in command.

During the summer of 1934, *Astoria* conducted a lengthy shake-down cruise in the course of which she voyaged extensively in the Pacific. In addition to the Hawaiian Islands, the heavy cruiser also visited Samoa, Fiji, Sydney in Australia, and Noumea on the island of New Caledonia. She returned to San Francisco on 25 September 1934. Between the fall of 1934 and February 1937, she operated as a unit of Cruiser Division (CruDiv) 7, Scouting Force, based at San Pedro, Calif. In February 1937, the warship was reassigned to CruDiv 6, though she continued to serve as an element of Scouting Force based at San Pedro. In both assignments, she carried out normal peacetime maneuvers the culmination of which came in the annual fleet problem that brought the entire United States Fleet together in a single, vast exercise.

At the beginning of 1939, Fleet Problem XX concentrated the fleet in the West Indies, and, at its conclusion *Astoria* made a hasty departure from Culebra Island on 3 March 1939 and headed for Chesapeake Bay. After taking on a capacity load of stores and fuel at Norfolk, the heavy cruiser proceeded north to Annapolis, Md., where she embarked the remains of the former Japanese Ambassador to the United States, the late Hiroshi Saito, for the voyage to Japan, a gesture that expressed America's gratitude to the Japanese for returning the body of the late United States Ambassador to Japan, Edgar A. Bancroft, in one of their warships in 1925. *Astoria* sailed from Annapolis on 18 March 1939, Saito's ashes accompanied by Naokichi Kitazawa, Second Secretary of the Japanese Embassy in Washington.

Arriving in the Canal Zone soon thereafter, where "various high officials and a delegation from the Japanese colony in Panama paid their respects to Saito's ashes," *Astoria* got underway for Hawaii on 24 March. She moored at Honolulu on 4 April, the same day that Madame Saito and her two daughters arrived on board the passenger liner *Tatsuta Maru*. Two days later, the heavy cruiser left Diamond Head in her wake as she proceeded westward across the Pacific.

Accompanied by the destroyers *Hibiki*, *Sagiri*, and *Akatsuki*, *Astoria* steamed slowly into Yokohama harbor on 17 April, United States ensign at half-staff and the Japanese flag at the fore. The warship fired a 21-gun salute which was returned by the light cruiser *Kiso*. American sailors carried the ceremonial urn ashore that afternoon, and funeral ceremonies took place the following morning.

After the solemn state funeral, the Japanese showered lavish hospitality on the visiting cruiser and her men. Capt. Turner, for his part, pleased Ambassador to Japan Joseph C. Grew by his diplomatic role in the proceedings; the naval attache in Tokyo, Capt. Harold M. Bemis, later recorded that the choice of Turner for that delicate mission was "particularly fortunate. . ."

Astoria sailed for Shanghai, China, on 26 April, and reached her destination on the morning of the 29th. She remained at



Astoria (CA-34) arrives at Pearl Harbor with Task Force 17, 27 May 1942, shortly before the Battle of Midway. Note her crew, in whites, at quarters, and a 50-foot motor launch being lowered by the port crane, in this view taken by Photographer 3d Class T. E. Collins, USN. (80-G-66118)

Shanghai until 1 May. After receiving Admiral Harry E. Yarnell, Commander in Chief, Asiatic Fleet, on board for a courtesy call that morning, *Astoria* put to sea for Hong Kong in the afternoon. Following the visit to Hong Kong, *Astoria* stopped briefly in the Philippines before continuing on to Guam. When she arrived at Guam early on the morning of 21 May, the heavy cruiser was called upon to assist *Penguin* (AM-33) and *Robert L. Barnes* (AG-27) in their successful effort to refloat the grounded Army transport USAT *U. S. Grant*. Soon thereafter, *Astoria* joined the search for the noted author and adventurer, Richard Halliburton, and the companions with whom he had attempted the voyage from San Francisco for Hong Kong in his Chinese junk, *Sea Dragon*. The cruiser combed more than 152,000 square miles of the Pacific, without success, before she discontinued the search on 29 May.

Assigned to the Hawaiian Detachment in October 1939, *Astoria* changed home ports from San Pedro, Calif., to Pearl Harbor. The following spring, she participated in Fleet Problem XXI, the last of those major annual exercises that brought the entire United States Fleet together to be conducted before World War II engulfed the United States. The maneuvers took place in Hawaiian waters, and, instead of returning to the west coast at their conclusion, the bulk of the fleet joined *Astoria* and the Hawaiian Detachment in making Pearl Harbor its base of operations.

On 2 April 1941, *Astoria* departed Pearl Harbor for the west coast of the United States. She reached Long Beach on 8 April and entered the Mare Island Navy Yard on the 13th. During her refit, she received quadruple-mount 1.1-inch anti-aircraft machineguns and a pedestal fitted at her foremast in anticipation of the imminent installation of the new air-search radar. Emerging from the yard on 11 July 1941, the heavy cruiser sailed for Long Beach on the 15th. Later shifting to San Pedro, *Astoria* sailed for Pearl Harbor on 24 July 1941.

Following her return to Hawaii on 31 July, *Astoria* operated between Oahu and Midway through early September. That autumn, the specter of German raiders on the prowl in the Pacific prompted the Navy to convoy its ships bound for Guam and the Philippines. *Astoria* escorted *Henderson* (AP-1) to Manila and thence to Guam, before returning to Pearl Harbor on 29 October.

Local patrols and training, alternated with upkeep in port, occupied *Astoria* during the final five weeks of peace.

After rising tensions in the Pacific intensified his concern over the defenses of his outlying bases at the beginning of December 1941, Admiral Husband E. Kimmel, Commander in Chief, Pacific Fleet/United States Fleet, ordered reinforcements, in the form of Marine Corps planes, to be ferried to Wake Island and Midway. *Astoria* put to sea on 5 December in the screen of Rear Admiral John H. Newton's Task Force (TF) 12 built around *Lexington* (CV-2). Once the task force reached open sea, *Lexington's* air group and the 18 Vought SB2U-3 "Vindicators" from Marine Scout Bombing Squadron (VMSB) 231 bound for Midway landed on the carrier's flight deck.

When the Japanese attacked the Pacific Fleet at Pearl Harbor on the morning of 7 December, *Astoria* was some 700 miles west of Hawaii steaming toward Midway with TF 12. At 0900 the following day, the heavy cruiser *Indianapolis* (CA-35), flagship of Vice Admiral Wilson Brown, Commander, Scouting Force, joined up with TF 12, and Brown assumed command. Its ferry mission cancelled, TF 12 spent the next few days searching an area to the southwest of Oahu, "with instructions to intercept and destroy any enemy ship in the vicinity of Pearl Harbor. . . ."

The cruiser reentered Pearl Harbor with the *Lexington* force on 13 December, but she returned to sea on the 16th to rendezvous with and screen a convoy, the oiler *Neches* (AO-5) and the seaplane tender *Tangier* (AV-8)—the abortive Wake Island relief expedition. When that island fell to the Japanese on 23 December, however, the force was recalled. *Astoria* remained at sea until the afternoon of 29 December when she arrived back at Oahu.

Astoria departed Pearl Harbor again on the morning of 31 December 1941 with TF 11, formed around *Saratoga* (CV-3), and remained at sea into the second week of January 1942. On 11 January, the Japanese submarine *I-6* torpedoed the carrier, forcing her retirement to Pearl Harbor. *Astoria* and her colleagues in the task force saw the crippled carrier safely into port on the morning of 13 January 1942.

After a brief respite at Pearl Harbor, *Astoria* returned to sea on 19 January with TF 11—the carrier *Lexington* (CV-2) escorted by *Chicago* (CA-29), *Minneapolis* and nine destroyers—to "conduct an offensive patrol northeast of the Kingman-Christmas

Island line." On the afternoon of the 21st, however, TF 11 received orders to rendezvous with *Neches*, and then to conduct an air raid on Wake Island, followed by a surface bombardment "if practicable." Dispatches intercepted on the 23d, however, revealed that *Neches* had fallen victim to a Japanese submarine, identified later as *I-172*. Without the oiler's precious cargo of fuel, TF 11 could not execute the planned strike. Ordered back to Oahu, the task force reentered Pearl Harbor on the morning of 24 January.

On 16 February, *Astoria* put back to sea for what proved to be an extended cruise in the southwestern Pacific with TF 17, built around *Yorktown* (CV-5) and comprising *Louisville* (CA-28), *Sims* (DD-409), *Anderson* (DD-411), *Hammann* (DD-412), *Walke* (DD-416), and the oiler *Guadalupe* (AO-32), all under the command of Rear Admiral Frank Jack Fletcher. Initially, TF 17's orders called for operations in the vicinity of Canton Island. However, after the Japanese discovered TF 11 on its way to attack their important new base at Rabaul and sent a determined raid which hit the *Lexington* task force off Bougainville on 20 February 1942, Vice Admiral Brown asked for a second carrier to strengthen his force for another crack at Rabaul. Accordingly, TF 17 received orders to aid Brown in that attempt, and *Astoria* steamed with *Yorktown* to a rendezvous with TF 11 that took place southwest of the New Hebrides on 6 March.

The combined force, under Brown, stood toward Rabaul until the Japanese landings at Lae and Salamaua, New Guinea, prompted a change of plans. Late on 8 March, Brown and his staff decided to shift objectives and attack the two new enemy beachheads by launching planes from the Gulf of Papua in the south and sending them across the width of New Guinea to the targets on the northern coast. *Astoria*, meanwhile, joined a surface force made up of *Chicago*, *Louisville*, HMAS *Australia*, and four destroyers, *Anderson*, *Hammann*, *Hughes* (DD-410), and *Sims* under the command of Rear Admiral John G. Crace, RN, that Brown detached to operate in the waters off Rossel Island in the Louisiade Archipelago. The heavy cruiser and the other warships of that force carried out a threefold mission. They secured the carriers' right flank during their operations in the Gulf of Papua; they shielded Port Moresby from any new enemy thrust; and they covered the arrival of Army troops at Noumea.

The raids on Lae and Salamaua, conducted by 104 planes from *Yorktown* and *Lexington* on 10 March 1942 proved devastating to the Japanese, causing heavy damage to their already depleted amphibious forces by sinking three transports and a minesweeper, as well as damaging a light cruiser, a large minelayer, three destroyers and a seaplane carrier. More importantly, the attack delayed the Japanese timetable for conquest in the Solomons and prompted them to send aircraft carriers to cover the operation. The delay, which also allowed the United States Navy time to marshal its forces, coupled with the dispatch of Japanese carriers led to the confrontation in the Coral Sea.

Astoria rejoined TF 17 on 14 March and patrolled the Coral Sea for the rest of March. At sea continuously since 16 February, *Astoria* began to run low on provisions, so Rear Admiral Fletcher detached her to replenish from *Bridge* (AF-1) at Noumea along with *Portland* (CA-33), *Hughes* and *Walke*. Arriving on 1 April, the cruiser remained there only briefly, returning to sea the following day. The warship marched and countermarched across the Coral Sea for two weeks before TF 17 headed for Tongatabu, where she and the *Yorktown* force spent the week 20 to 27 April.

About this time, intelligence reports convinced Admiral Nimitz that the enemy sought to take Port Moresby, on the southeastern coast of New Guinea, and he resolved to thwart those designs. He sent TF 11, built around a refurbished *Lexington* and led by a new commander, Rear Admiral Aubrey W. Fitch, to join Fletcher's TF 17 in the Coral Sea. *Astoria* returned to sea with TF 17 on 27 April to rendezvous with TF 11. The two carrier task forces met in the eastern Coral Sea early on the morning of 1 May.

Late in the afternoon of 3 May, Rear Admiral Fletcher received word of the Japanese occupation of Tulagi in the Solomons. *Astoria* screened *Yorktown* the following day as the carrier launched three raids on the enemy ships off Tulagi. Admiral Fletcher first considered sending *Astoria* and *Chester* (CA-27) to finish off the crippled ships at Tulagi with surface gunnery, but demurred and kept his force concentrated in anticipation of further action.

Next came a two-day lull on 5 and 6 May, during which TF 17 fueled in preparation for the impending battle. *Astoria* screened

Yorktown on the 7th as her planes joined those from *Lexington* in searches and strikes that located and sank the Japanese light carrier *Shoho*. Japanese planes, however, located and sank the oiler *Neosho* (AO-23) and her escort, *Sims*.

Fletcher's carriers launched aircraft again early on the morning of 8 May, while *Astoria* and the other units of the screen prepared their anti-aircraft batteries to meet the retaliation expected from Japanese carriers *Zuikaku* and *Shokaku*. Enemy planes found TF 17 just before 1100 that morning and quickly charged to the attack. Almost simultaneously, planes from *Yorktown* and *Lexington* deployed to attack the enemy task force.

The Japanese aviators concentrated almost exclusively on the American carriers as the two drew apart with their respective screening ships, ultimately putting some six to eight miles of ocean between them by the end of the battle. Torpedo planes opened the first phase of the attack, while torpedo planes and dive bombers coordinated attacks in the second phase.

The battle action on 8 May, as *Astoria*'s executive officer, Comdr. Chauncey R. Crutcher, recounted, "was short and was accompanied by intense anti-aircraft fire against a determined enemy. . . ." *Astoria* assisted in putting up a protective barrage over *Lexington* at the outset, and then, after the task forces separated, shifted to the anti-aircraft umbrella over *Yorktown*. Her gunners claimed to have splashed at least four enemy planes in the attack that "seemed to end as suddenly as it had started."

At about 1245, *Lexington*—heavily damaged though apparently in satisfactory condition afloat and underway—suffered severe internal explosions that rang her death knell. Fires raged out of control and, by 1630, her engines stopped. Ninety minutes later, Capt. Frederick C. Sherman ordered the ship abandoned. Once rescue operations were completed, and *Lexington*'s end was hastened by torpedoes from *Phelps* (DD-361), TF 17 began a slow retirement from the Coral Sea, having suffered heavy losses but also having inflicted a decisive strategic defeat on the Japanese by barring the Port Moresby invasion.

Astoria set course for Noumea along with *Minneapolis* (CA-36), *New Orleans* (CA-32), *Anderson*, *Hammann*, *Morris*, and *Russell*. That force reached its destination on 12 May but remained only overnight. On the 13th, she and the other warships got underway for Pearl Harbor, via Tongatabu, and arrived at Oahu on 27 May.

The heavy cruiser remained in Pearl Harbor only until the 30th. On that day, she returned to sea with the hastily repaired *Yorktown* to prepare to meet yet another major thrust by the Japanese fleet—this one aimed at Midway. Air searches from that island spotted the enemy's Midway Occupation Force—made up of transports, minesweepers, and two seaplane carriers—early on 3 June, but the enemy carrier force eluded detection until early in the morning of the 4th. The heavy cruiser screened *Yorktown* as the carrier began launching strike aircraft at about 0840. While the planes droned off to make their contribution to the destruction of the Japanese carrier force, *Astoria* and her colleagues prepared for the inevitable Japanese reply.

The counterstroke, however, did not come until a few minutes before noon as *Yorktown*'s victorious aviators began to return to their ship. Eighteen Aichi D3A1 Type 99 dive bombers ("Vals") came in to attack the carrier. Grumman F4F-4 "Wildcat" pilots from Fighting Squadron (VF) 3 accounted for 10 of the intruders, but eight others managed to penetrate the combat air patrol (CAP). *Astoria* teamed up with *Portland* and the screening destroyers to splash another two of the attackers. The remaining six, however, succeeded in attacking *Yorktown*, and three of those scored hits. One of the three hit the carrier's stack, causing fires in her uptakes that literally smoked Rear Admiral Fletcher and his staff out of flag plot. At about 1310, he shifted his flag to *Astoria*.

Yorktown's damage control parties worked feverishly; and, by 1340, she was again underway under her own power but turning only 18 to 20 knots. At about 1430, the second attack—composed of 10 Nakajima B5N2 Type 97 torpedo bombers escorted by six "Zero" fighters—came in and eluded the weak CAP. *Astoria* and the other ships of the screen attempted to discourage attacks from four different directions by bringing every gun to bear and firing them into the sea to throw curtains of water into the path of the attackers. Nevertheless, four of the "Kates" made good their attack and released their torpedoes within 500 yards range. *Yorktown* dodged two, but the other two scored hits which stopped the ship again. By 1500, the order to abandon ship went out. *Astoria* called away lifeboats to assist in the rescue of *Yorktown*'s survivors. That night, the heavy cruiser retired east-

ward with the rest of the task force to await dawn, while a single destroyer, *Hughes*, stood by the stricken carrier.

The following day broke with *Yorktown* still afloat, and efforts began to salvage the battered warship. Though the Japanese had abandoned the Midway attack and had begun retiring toward Japan, submarine I-168 had orders to sink *Yorktown*. After a 24-hour search, the enemy submarine found her quarry on the 6th and attacked with a spread of four torpedoes. One missed completely, two passed under destroyer *Hammann* alongside the carrier and detonated in *Yorktown's* hull, while the fourth broke *Hammann's* back. The destroyer sank in less than four minutes. The carrier remained afloat until early on the morning of the 7th. At about dawn, she finally rolled over and sank.

Astoria remained as flagship for TF 17, as it operated north of Midway, until shortly after midday on 8 June when TF 11 arrived on the scene, and Rear Admiral Fletcher transferred his flag to *Saratoga*. On 11 June, Admiral Nimitz, satisfied that the major Japanese thrust had been thwarted, ordered his carrier task forces back to Hawaii, and *Astoria* reentered Pearl Harbor with them on 13 June. During the early summer of 1942, she completed repairs and alterations at the Pearl Harbor Navy Yard and carried out training in the Hawaiian operating area.

By the beginning of August, *Astoria* had been reassigned to Task Group (TG) 62.3, Fire Support Group L, to cover the Guadalcanal-Tulagi landings. Early on the morning of 7 August, the heavy cruiser entered the waters between Guadalcanal and Florida Islands in the southern Solomons. Throughout the day, she supported the marines as they landed on Guadalcanal and several smaller islands nearby. The Japanese launched air counterattacks on both the 7th and 8th, and *Astoria* helped to defend the transports from those attacks.

On the night of 8 and 9 August, a Japanese force of seven cruisers and a destroyer under Rear Admiral Gunichi Mikawa sneaked by Savo Island and attacked the American ships. At the time, *Astoria* had been patrolling to the east of Savo Island in column behind *Vincennes* (CA-44) and *Quincy* (CA-39). The Japanese came through the channel to the west of Savo Island and opened fire on the *Chicago*-HMAS *Canberra* force first at about 0140 on the morning of the 9th, hitting both cruisers with torpedoes and shells. They then divided—inadvertently—into two separate groups and turned generally northeast passing on either side of *Astoria* and her two consorts. The enemy cruisers began firing on that force at about 0150, and the heavy cruiser began return fire immediately. She ceased fire briefly because her commanding officer temporarily mistook the Japanese force for friendly ships but soon resumed shooting. *Astoria* took no hits in the first four Japanese salvoes, but the fifth ripped into her superstructure turning her into an inferno amidships. In quick succession, enemy shells put her number 1 turret out of action and started a serious fire in the plane hangar that burned brightly and provided the enemy with a self-illuminating target.

From that moment on, deadly accurate Japanese gunfire pounded her unmercifully, and she began to lose speed. Turning to the right to avoid *Quincy's* fire at about 0201, *Astoria* reeled as a succession of enemy shells struck her aft of the foremast. Soon thereafter, *Quincy* veered across *Astoria's* bow, blazing fiercely from bow to stern. *Astoria* put her rudder over hard left and avoided a collision while her battered sister ship passed aft, to starboard. As the warship turned, *Kinugasa's* searchlight illuminated her, and men on deck passed the order to number 2 turret to shoot out the offending light. When the turret responded with *Astoria's* 12th and final salvo, the shells missed *Kinugasa* but struck the number 1 turret of *Chokai*.

Astoria lost steering control on the bridge at about 0225, shifted control to central station, and began steering a zig-zag course south. Before she made much progress, though, the heavy cruiser lost all power. Fortunately, the Japanese chose that exact instant to withdraw. By 0300, nearly 400 men, including about 70 wounded and many dead, were assembled on the forecastle deck.

Suffering from the effects of at least 65 hits, *Astoria* fought for her life. A bucket brigade battled the blaze on the gun deck and the starboard passage forward from that deck, and the wounded were moved to the captain's cabin, where doctors and corpsmen proceeded with their care. Eventually, however, the deck beneath grew hot and forced the wounded back to the forecastle. The bucket brigade made steady headway, driving the fire aft on the starboard side of the gun deck, while a gasoline handy-billy rigged over the side pumped a small stream into the wardroom passage below.

Bagley (DD-386) came alongside *Astoria's* starboard bow and, by 0445, took all of the wounded off the heavy cruiser's forecastle. At that point, a small light flashed from *Astoria's* stern, indicating survivors on that part of the ship. Signalling the men on the heavy cruiser's stern that they had been seen, *Bagley* got underway and rescued men on rafts—some *Vincennes* survivors—and men who had been driven overboard by the fires blazing on board *Astoria*.

With daylight, *Bagley* returned to the heavy cruiser and came alongside her starboard quarter. Since it appeared that the ship could be saved, a salvage crew of about 325 able-bodied men went back on board *Astoria*. Another bucket brigade attacked the fires while the ship's first lieutenant investigated all accessible lower decks. A party of men collected the dead and prepared them for burial. *Hopkins* (DMS-13) came up to assist in the salvage effort at about 0700. After securing a towline, *Hopkins* proceeded ahead, swinging *Astoria* around in an effort to tow her to the shallow water off Guadalcanal. A second gasoline-powered handy-billy, transferred from *Hopkins*, promptly joined the struggle against the fires. *Wilson* (DD-408) soon arrived on the scene, coming alongside the cruiser at about 0900 to pump water into the fire forward. Called away at 1000, *Hopkins* and *Wilson* departed, but the heavy cruiser received word that *Buchanan* (DD-484) was on the way to assist in battling the fires and that *Alchiba* (AK-23) was coming to tow the ship.

Nevertheless, the fire below decks increased steadily in intensity, and those topside could hear explosions. Her list increased, first to 10 degrees and then 15. All attempts to shore the shell holes—by then below the waterline due to the increasing list—proved ineffective, and the list increased still more. *Buchanan* arrived at 1130, but could not approach due to the heavy list. Directed to stand off the starboard quarter, she stood by while all hands assembled on the stern. With the port waterway awash at noon, Capt. Greenman gave the order to abandon ship.

Astoria turned over on her port beam, rolled slowly, and settled by the stern, disappearing completely by 1215. *Buchanan* lowered two motor whaleboats and, although interrupted by a fruitless hunt for a submarine, came back and assisted the men in the water. *Alchiba*, which arrived on the scene just before *Astoria* sank, rescued 32 men. Not a man from the salvage crew lost his life.

Astoria (CA-34) earned three battle stars during World War II.

III

(CL-90: dp. 10,000; l. 610'1"; b. 66'4"; dr. 25'8"; s. 31.6 k. (tl.); cpl. 1,263; a. 12 6", 12 5", 28 40mm., 22 20mm.; cl. *Cleveland*)

The third *Astoria* (CL-90) was laid down on 6 September 1941 at Philadelphia, Pa., by the William Cramp & Sons Shipbuilding Co.; launched on 6 March 1943; sponsored by Mrs. Robert Lucas, the wife of the editor of the *Astorian-Budget*; and commissioned at the Philadelphia Navy Yard on 17 May 1944, Capt. George C. Dyer in command.

The light cruiser conducted shakedown training in the vicinity of Bermuda between 6 June and 23 July and returned to Philadelphia on the latter day for post-shakedown overhaul. She departed Philadelphia on 19 September, bound for the Pacific. Steaming via the Panama Canal, *Astoria* arrived in San Diego on 3 October. Later in the month, she moved to the Mare Island Navy Yard and got underway for Hawaii on the 25th. She arrived at Oahu on the 31st and remained at Pearl Harbor until 16 November. On that day, she got underway for Ulithi Atoll in the Western Carolines. She made a stop at Eniwetok in the Marshalls before entering the lagoon at Ulithi on 25 November. There, the warship reported for duty with Task Group (TG) 38.2 of the Fast Carrier Task Force.

Astoria sortied with Task Force (TF) 38 on 11 December 1944 for her first war cruise. Her mission was to serve in the anti-aircraft screen of the carriers while their planes supported the landings of Mindoro. The flattops launched air strikes between 14 and 16 December. Weather began turning bad on the 17th and, that night and the next day, *Astoria* steamed with TF 38 through the infamous typhoon that sank destroyers *Spence* (DD-512), *Hull* (DD-350), and *Monaghan* (DD-354). However, the cruiser weathered the storm fairly well. After two days of searches for the survivors of the three lost destroyers, TF 38 headed back to Ulithi for a Christmas rest.



Astoria (CL-90), leaving what appears to be San Diego, Calif., circa 1947, painted in overall post-war haze gray. Note her square bridge front, common to late *Cleveland*-class light cruisers. (USN 1045604)

She departed Ulithi again on the 30th, when TF 38 got underway to provide air support for the Luzon landings scheduled for 9 January 1945. The carriers' direct support for that operation lasted from 6 to 9 January. On the night of the 9th, Admiral Halsey led TF 38—including *Astoria*—into the South China Sea to begin raiding Japan's inner defenses. For the next two weeks, the carriers pounded military targets in Japanese-held southern China and French Indochina pausing periodically to harass Formosa. While *Astoria* steamed in the screen, the carrier air groups bombed shipping and shore installations in the vicinity of Camranh Bay, Hong Kong, Canton, Formosa, and Hainan Island, before the task force returned to Ulithi on 25 January.

Early in February, the cruiser again sortied with the carriers—now redesignated TF 58 with Admiral Spruance's assumption of command—to launch the first strikes against the Japanese home islands since the Halsey-Doolittle raid of 1942. The force arrived off Honshu on 16 February and began two days of air raids on the Tokyo Area. On the 18th, TF 58 headed south, took a passing punch at Chi Chi Jima in the Bonins, and arrived off Iwo Jima by mid-afternoon the next day. While the carrier aircraft provided air support for the landings, *Astoria* moved in close to shore on the 21st to begin a 26-hour period of gunfire support for the troops ashore. She then steamed north to support the carriers in further strikes against Tokyo before returning to Ulithi by 3 March.

On 14 March, she returned to sea with TF 58 to begin support of the impending campaign to capture Okinawa in the Ryukyu Islands. During that operation, *Astoria* remained at sea with the fast carriers for 80 days while their planes struck at shipping, airfields, and other installations on and around Kyushu, Shikoku, and Honshu as well as on Okinawa and the surrounding islands. The cruiser supplied anti-aircraft defense for the carriers of her task group and claimed to have splashed 11 enemy planes and to have assisted in downing numerous others. She concluded her long cruise in support of the conquest of Okinawa when she arrived at Leyte in the Philippines on 1 June.

There, she remained for a month of repairs with some opportunity for her crewmen to enjoy rest and relaxation. On 1 July, she returned to sea for her final combat of the war. She screened the carriers once more as they launched their planes at the Japanese home islands. During that time, she and Cruiser Division (CruDiv) 17 conducted two unsuccessful antishipping sweeps along the coast of Honshu. The first came on the night of 17 and 18 July while the second occurred on the night of 24 and 25 July. The carriers continued strikes on Japan throughout July and during the first two weeks of August.

After the Japanese agreed to capitulate and hostilities ceased on 15 August, she continued to patrol off Honshu with TF 38. She remained on that assignment until 3 September when she received orders to return to the United States. The warship arrived in San Pedro, Calif., on 15 September and remained there until 24 November. On the latter day, she got underway for Hawaii. *Astoria* arrived in Pearl Harbor on the 30th and conducted type training for several days. She headed back to San Pedro on 10 December and arrived there on the 15th.

For the next 10 months, she ranged up and down the Pacific coast of North America from San Diego in the south to Vancouver, British Columbia, in the north. On 15 October 1946, *Astoria* departed San Pedro on her way to the Central Pacific. Steaming via Pearl Harbor, she arrived at Guam in the Mariana Islands on 2 November. She operated in the Marianas, frequently visiting both Guam and Saipan, until mid-February 1947. On the 19th, she departed Guam. Sailing by way of Kwajalein in the Marshalls and Pearl Harbor, the cruiser entered port at San Diego on 24 March. There, she resumed duty along the Pacific coast until October of 1948.

On 1 October, the ship headed for the Far East. She made a three-day stop at Pearl Harbor before continuing on to Tsingtao, China, where she arrived on the 29th. For almost four months, she cruised Asian waters, visiting such ports as Inchon and Pusan in Korea, Sasebo and Yokosuka in Japan, and Shanghai and Tsingtao in China. On 16 February 1949, *Astoria* departed Yokosuka to return to the United States. After the customary stop at Pearl Harbor, the warship arrived in San Francisco on 8 March. On 1 July 1949, *Astoria* was placed out of commission and was berthed with the San Francisco Group, Pacific Reserve Fleet. There, she stayed until 20 May 1958 when she was transferred to the San Diego Group. The light cruiser remained in reserve for another 11 years. On 1 November 1969, her name was struck from the Navy list. She was sold on 12 January 1971 to the Nicolai Joffe Corp., of Beverly Hills, Calif., for scrapping.

Astoria (CL-90) earned five battle stars during World War II.

Astrea

A variant spelling of *Astraea*, the Greek and Roman goddess of Justice. She has been identified by some classical writers as the daughter of *Astraeus*, the king of *Arcadia* and by others as the child of *Titan* by *Aurora*, and still others as the offspring of *Jupiter* and *Themis*. *Astraea* supposedly lived on earth where she befriended men during the mythical golden age; but human

wickedness drove her to the heavens during the bronze age. There, she became one of the constellations of the zodiac under the name Virgo. She has been represented in art as a stern young woman who holds the scales of justice in one hand and a sword in the other.

(MB: t. 12; l. 35'0"; b. 8'6"; dr. 3'0" (forward); s. 8.0 k.; cpl. 6; a. 1 mg., 1 Y-gun)

Astrea—a wooden-hulled motorboat built in 1916 by Rood and Benner, boatbuilders—was enrolled by the Navy for use as a section patrol (SP) craft on 7 June 1917. Delivered to the Navy by her owner, Ralph DeConta of East Boston, Mass., on 17 June 1917, *Astrea*—classified as SP-560—was, according to one source (*Ship's Data*, 1 October 1918) commissioned on 27 June 1917. Records indicate that the craft served as the engineer officer's boat at Boston Navy Yard into the spring of 1918.

Shipped thence to France as deck cargo on board the transport *Leviathan* (Id. No. 1326) in May 1918, *Astrea* performed "transport tender" duty as the busy port of Brest through the armistice of 11 November 1918. Sources are in conflict regarding what followed next in her career. While one source indicates that she was returned to the United States as deck cargo on board the Naval Overseas Transportation Service (NOTS) freighter *Teresa* in June of 1919, another, (*Ship's Data*, 1 October 1919) lists the craft's duty station as of that date as "aviation, aboard." In any event, the Navy sold *Astrea* to S. P. Greenlee of Baltimore, Md., on 31 March 1920. Presumably, her name was simultaneously stricken from the Navy list.

Astrolabe Bay

The origin of this name is obscure. Although Navy records explain the name as a "bay in Alaska"—in keeping with the name category for this type of ship—*Astrolabe Bay* fails to appear on contemporary gazetteers or maps. The *Geographic Dictionary of Alaska* (1906) lists what the ship-namers perhaps had in mind—an *Astrolabe Point*, on the mainland of Alaska between

what was then known as Cross Sound and Lituya Bay, named in 1883 for one of the ships in the French expedition under La Pérouse.

The name *Astrolabe Bay* was assigned on 22 January 1943 to the auxiliary aircraft carrier, ACV-60, laid down under a Maritime Commission contract (MC hull 1097) on 5 January 1943 at Vancouver, Wash., by Kaiser Company, Inc. Prior to the ship's launching on 5 June 1943, however, the ship was renamed *Guadalcanal* (q.v.) on 3 April 1943, commemorating the recent successful conclusion of the arduous six-month campaign to wrest that island from Japanese hands.

Astrolabe Bay (CVE-97) was renamed *Hollandia* (q.v.) on 30 May 1944.

Astute

(AM-148: dp. 650; l. 184'6"; b. 33'0"; dr. 9'9"; s. 14.8 k.; cpl. 104; a. 1 3", 4 40mm.; cl. *Admirable*)

Astute (AM-148) was laid down on 7 December 1942 at Tampa, Fla., by the Tampa Shipbuilding Co.; launched on 23 February 1943; sponsored by Mrs. M. L. Haney; and commissioned on 17 January 1944.

Following shakedown training, *Astute* transited the Panama Canal and joined the Pacific Fleet. She proceeded up the Pacific coast and ultimately arrived in Alaska waters where she served during the latter part of 1944 and the first half of 1945 conducting patrol and escort duty. *Astute* was decommissioned at Cold Bay, Alaska, on 18 July 1945 and was transferred to the Soviet Union under the terms of the lend-lease program. *Astute* served in the Soviet Navy as *T-523*. The Soviets never returned her to the United States Navy. Reclassified MSF-148 on 7 February 1955, she was carried on the United States Navy list until her name was stricken on 1 January 1983.



Atakapa (ATF-149) brings *Oak Ridge* (ARDM-1) into Rota, Spain, 26 June 1964, in this view taken by Photographer 1st Class J. A. Herry. (USN 1104547)

Atakapa

An Indian tribe that once inhabited territory which is now southwestern Louisiana and southeastern Texas.

(ATF-149: dp. 1,675; l. 205'; b. 38'6"; dr. 15'4"; s. 16.5 k.; cpl. 85; a. 1 3", 2 40mm., 2 20mm., 2 det.; cl. *Abnaki*)

The fleet ocean tug (ATF-149) was laid down on 17 February 1944 at Charleston, S.C., by the Charleston Shipbuilding & Drydock Co.; launched on 11 July 1944; sponsored by Mrs. B. H. Wiggs; and commissioned at the Charleston Navy Yard on 8 December 1944.

After shakedown in the Norfolk area, *Atakapa* undertook her first assignment, a tow from the east coast to California, departing Philadelphia on 22 January 1945 and reaching San Francisco on 8 March. From that day through 27 April, she engaged in routine towing operations along the west coast. The ship sailed for Hawaii on the 27th and, upon her arrival at Pearl Harbor on 10 May, resumed her towing operations. This duty was interrupted by a long tow from Pearl Harbor to Eniwetok, which began on 20 June. After reaching Eniwetok on 10 July, *Atakapa* left three days later bound for Johnston Island where she took two craft in tow and proceeded back to Pearl Harbor which she reached on 26 July.

Atakapa engaged in towing and salvage operations until 11 August when she departed the Hawaiian Islands bound for the Aleutians. The tug reached Adak on 22 August, a week after Japan capitulated. The units gathered there formed Task Force (TF) 42 and sailed on 1 September for Ominato, Japan. They reached Japan on 13 September, and *Atakapa* served in Japanese waters into April 1946.

The tug returned to Pearl Harbor on 23 April for repairs before heading for the United States late in May. She transited the Panama Canal on 14 June and reached Jacksonville, Fla., on the 25th. The ship reported to Orange, Tex., on 21 August for duty and ultimate transfer to the inactive fleet. She was placed out of commission, in reserve, on 8 November 1946.

Atakapa was recommissioned at Orange on 9 August 1951, slightly over a year after communist forces invaded South Korea. She held shakedown training at Newport, R.I., and Norfolk, Va., and made the first major tow of her new career in February 1952, when she pulled a large vessel from Panama to Philadelphia. From April to July, *Atakapa* was stationed at Guantanamo Bay, Cuba, and devoted herself largely to target towing. The vessel returned to Norfolk in July and spent the remainder of the year providing general towing and salvage services in the Norfolk area and along the east coast.

For the next five and one-half years, *Atakapa* maintained a busy schedule of towing and salvage operations. She visited ports along the east coast, in the Caribbean, and along the gulf coast.

On 23 July 1958, the tug began her first Mediterranean deployment in response to internal disorder in Lebanon. While operating with the 6th Fleet, she provided towing and salvage services and made port calls at Suda Bay, Crete; Beirut, Lebanon; Athens and Rhodes, Greece; and Catania, Sicily. Before returning to the United States, *Atakapa* towed a ship through the Suez Canal from Massawa, Ethiopia, to Naples, Italy.

The small ship spent 1959 and 1960 providing general services to east coast ships. In early 1961, she spent six weeks in Puerto Rico participating in Operation "Springboard" and then crossed the Atlantic in May and June with a tow from Mayport, Fla., to Holy Loch, Scotland.

Atakapa began 1962 in upkeep at Little Creek, Va., but soon sailed for the Caribbean to take part in Operation "Springboard 62." She provided towing and target retrieval service for units serving at Guantanamo Bay. *Atakapa* returned to Norfolk in June for a tender availability. Upon its completion, she provided services for submarines operating out of Norfolk. In October, the tug reported for duty in the Caribbean in response to the Cuban missile crisis but returned home when tension subsided and ended the year at Little Creek.

On 4 January 1963, the ship sailed to San Juan, Puerto Rico, to take part in Operation "Springboard" for the third straight year, but was back in Little Creek on 7 February for a short availability. During March and April, *Atakapa* received an overhaul. After two months of refresher training, she put to sea in early October, bound for Guantanamo Bay. The tug returned to Little Creek in late November and finished the year in upkeep.

For the first few months of 1964, *Atakapa* operated in the Norfolk area. In June, she proceeded to Rota, Spain, with *ARDM-1* in tow. After releasing the medium auxiliary repair dry dock, she remained deployed with the 6th Fleet for four months. The tug got underway in October to return to the United States, but was diverted en route to escort an LST to Bermuda and thence to Norfolk. They arrived in Hampton Roads on 17 November, and *Atakapa* spent the rest of the year undergoing a tender availability.

After a brief period of local operations, *Atakapa* sailed in early 1965 to the Caribbean to participate in Operation "Springboard." Early in April, she returned to the Norfolk area for an overhaul at the Norfolk Shipbuilding & Drydock Co. Upon completing the yard period, the tug resumed operations in the Virginia capes area. Late in the year, she operated briefly at Guantanamo Bay and, after visiting Ocho Rios, Jamaica, returned to Little Creek.

The ship's first major activity of 1967 was once again Operation "Springboard"—in which she participated from 6 to 19 March. The tug entered restricted availability at Norfolk on 23 April and, soon after it ended, began a deployment to northern Europe on 15 May. She operated in the Norwegian Sea and visited ports in Norway, Scotland, and the Netherlands before returning to Little Creek on 1 October. She operated in the Virginia capes area through the end of the year and into May 1967. On the 19th of that month, the tug got underway for Scotland, reached Holy Loch on 30 May, and on 6 June was underway again for Rota. She operated in the Mediterranean until late September and visited the ports of Suda Bay, Crete; Valetta, Malta; Naples, Italy; Izmir, Turkey; and Palma, Mallorca. *Atakapa* touched back at Little Creek on 29 September; completed a period of leave and upkeep; and, on 27 November, entered overhaul at the Norfolk Shipbuilding & Drydock Co.

The overhaul was completed in mid-April 1968, and the vessel began refresher training. On 13 June, she got underway for operations in European waters and made port calls in Spain, England, Italy, Greece, and Crete. The tug left Rota on 12 October; returned to Little Creek on the 22d; and, on 17 December, began an availability alongside *Vulcan* (AR-5).

On 25 February 1969, *Atakapa* shifted to Little Creek for upkeep. On 15 April, she was deployed to western Europe. She made port calls at Rosyth and Holy Loch, Scotland; Bergen, Norway; Aalborg, Denmark; and Portsmouth, England. She departed Rota on 24 September and reached Little Creek on 7 October.

Late in January 1970, she sailed for Portsmouth, N.H., to tow a ship back to Little Creek. She was deployed to Guantanamo Bay on 13 May to provide target services for warships undergoing gunnery practice. The ship left Cuba on 12 June and next towed a ship from Mayport, Fla., to Philadelphia. On 25 June, the tug was back in the Virginia capes area. Routine towing duties to various ports along the east coast occupied her until 16 October, when she sailed for Baltimore, Md., for hull repairs. On 27 October, she shifted back to a shipyard in Newport News, Va., for the remainder of the overhaul.

Refresher training and upkeep lasted until late in March 1971. *Atakapa* made a brief voyage to St. Thomas, Virgin Islands, then returned to Little Creek on 9 April. She was involved in routine towing operations along the east coast until 11 November when she sailed for Guantanamo Bay. The tug returned to Little Creek on 21 December for the holidays.

After one and one-half months of training, *Atakapa* deployed to Roosevelt Roads, Puerto Rico, on 16 February 1972. She provided target services for units participating in Operation "Springboard," but was back in home port on 23 March. On 1 May, the tug towed *Cache* (AO-67) to Beaumont, Tex., and then pulled a vessel from that gulf port back to Norfolk, arriving there on 16 May. Local operations and availability occupied *Atakapa* through 21 July, when she got underway for Guantanamo Bay. She operated from that Cuban port for the next five weeks and then returned to Little Creek on 30 August for local operations through the rest of the year and the first months of 1973. On 11 April, *Atakapa* sailed for Guantanamo Bay, but was back in the Virginia capes area on 15 May. Another Caribbean deployment occurred from 28 June to 9 August. After her return home, the tug operated along the east coast.

In early 1974, *Atakapa* sailed for the Caribbean for the annual "Springboard" operations. She operated along the east coast for the last few months of her career as a commissioned Navy ship. On 1 July 1974, the tug was decommissioned and turned over

to the Military Sealift Command (MSC). Operating with a civil service crew, USNS *Atakapa* (T-ATF-149) continued to support the Navy carrying out MSC missions for another seven years. During the summer of 1981, she was taken out of service and prepared for transfer to the Maritime Administration's National Defense Reserve Fleet. In September 1981, *Atakapa*—still Navy property—was berthed at the Maritime Administration facility at James River, Va. As of the middle of 1987, *Atakapa* remained inactive in the James River.

Atalanta

A beautiful huntress in Greek mythology who could outrun and outwrestle all men. During the Calydonian boar hunt, *Atalanta* first wounded a dreaded boar and, for her part in the beast's slaughter, received its head and skin as a prize. Since a soothsayer had warned her against marriage, she lived alone in the forest, avoiding her suitors by announcing that she would only wed the man who could best her in a footrace. This stratagem kept her single until Hippomenes tricked her into losing by dropping three golden apples in her path during his dash for her hand. While she stopped to pick up the fruit, he crossed the finish line ahead of the fleet huntress. However, in his happiness over the victory, the youth failed to thank Aphrodite who punished the couple by changing them into lions.

The Continental frigate *Alliance*—commanded by Capt. John Barry—captured sloops of war *Atalanta* and *Trepassey* after a long and bloody battle on 27 May 1781. After repairs, *Atalanta* sailed for Boston under a prize crew but was captured by British blockading warships near Cape Cod on 7 June 1781.

Some naval records indicate that *Atalanta* was the name of a screw gunboat chartered by the Navy in the autumn of 1858 for operations on the Parana River during the American expedition to Paraguay seeking redress for damage incurred by USS *Water Witch* when that small steamer was shelled by Paraguayan guns. However, stronger evidence suggests that this vessel—which was later purchased outright by the Navy and renamed *Sumpter* (q.v.)—was actually called *Atlanta*.

Atanus

A Skittagetan town, occupied by the Dogitunai Indians, on the northeastern coast of Hippi Island, British Columbia, whose name means "bilge water."

The name *Atanus* was assigned on 24 March 1945 to the projected *Cholocco*-class large harbor tug, YTB-503, slated for construction at the Luders Marine Construction Co., Stamford, Conn. However, before this service craft was ever laid down, the contract for her construction was cancelled on 5 November 1945.

Atascosa

A river in Texas that rises in Frio County some 25 miles southwest of San Antonio, runs eastward and southerly through Atascosa County, and joins the Frio River a few miles above its confluence with the Nueces River, which then flows southeast to empty into Corpus Christi Bay.

(AO-66: dp. 24,660; l. 547'3"; b. 70'; dr. 31'; s. 15.5 k.; cpl. 281; a. 1 5", 4 3", 4 40mm.)

Esso Columbia was built at Chester, Pa., by the Sun Shipbuilding and Dry Dock Co. for the Standard Oil Company of New Jersey; launched on 7 September 1942; sponsored by Mrs. Harold G. McAvenia; renamed by the Navy *Atascosa* and designated AO-66 on 16 September 1942; purchased by the Navy on 12 October 1942; and commissioned on 9 November 1942, Lt. Comdr. Melvin H. Bassett in command.

Following her commissioning at Baltimore, Md., the oiler sailed to Hampton Roads, Va., where she arrived on 19 November. At

the conclusion of a month of trials, she got underway on 19 December for Port Arthur, Tex., where she took on a cargo of fuel oil and gasoline and then returned to Norfolk on 3 January 1943.

After a two-day respite, *Atascosa* left the east coast, bound for Bermuda. She spent one week there before sailing back into Norfolk on 16 January. *Atascosa* made another run to Port Arthur for more oil and discharged that cargo at Norfolk before entering a drydock at the Norfolk Navy Yard for a brief period of repairs. When the oiler was refloated, she began preparations for a deployment to the Pacific.

Atascosa left Norfolk on 19 March and, after stops at Galveston and Baytown, Tex., transited the Panama Canal on 4 April. Her ultimate destination was Noumea, New Caledonia, which she reached on 28 April. The oiler discharged her cargo and then loaded more fuel oil and aviation gasoline to be taken to Samoa. She arrived at Pago Pago on 4 May, but left the next day, bound for the United States, and reached San Pedro, Calif., on 28 May. There, she took on a cargo of petroleum and aircraft for transportation to Suva, Fiji Islands, and Noumea, New Caledonia. More shuttling between the west coast and these ports and the west coast occupied June, July, and August. In early September, *Atascosa* left Noumea and set course for Espiritu Santo, New Hebrides. She arrived there on 9 September and began her duties fueling various ships of the fleet. In October, the oiler added Tulagi and Guadalcanal in the Solomon Islands to her fueling stops. She broke this routine somewhat by a trip to Nandi Bay in the Fiji Islands, where she arrived on Christmas Eve 1943. After delivering fuel and supplies, she again got underway on 11 January 1944 to return to Espiritu Santo.

Atascosa put to sea on 15 February to rendezvous with Rear Admiral Merrill's Task Force (TF) 39. She fueled three cruisers and four destroyers at sea before returning to Purvis Bay. A second fueling rendezvous with TF 39 took place on 6 March. The oiler stopped briefly at Purvis Bay, then went to Espiritu Santo on 15 March to begin preparations to rendezvous with a part of TF 58. The meeting occurred at sea on 26 March. Shortly after midnight on the morning of 28 March, *Atascosa* was informed that a Liberator bomber had gone down in the vicinity of the fueling group, and she began a search for its crew. Observers on the oiler spotted a life raft, but it proved to be unoccupied, and *Atascosa* soon terminated her rescue efforts. On 29 March, she was servicing units of Destroyer Divisions 93 and 94 when a Japanese plane closed the group. After *Atascosa* fired two rounds at the intruder, the plane quickly departed. The rest of her mission passed without incident, and *Atascosa* retired to Espiritu Santo on 5 April.

On 21 May, *Atascosa* left New Caledonia, bound for the west coast. She arrived at Terminal Island, Calif., on 7 June to undergo a routine overhaul and repairs. The yard work was completed on 22 July, and the ship got underway to return to her wartime duties. She touched briefly at Pearl Harbor before finally arriving at Eniwetok on 11 August. There, she unloaded her deck cargo and serviced a number of destroyers. Standing out to sea on the 17th, the ship fueled battleships *Iowa* (BB-61), *Indiana* (BB-58), and *Alabama* (BB-60). At a rendezvous with the fast carrier task force between Rota and Guam on 4 September, *Atascosa* serviced several destroyers and aircraft carrier *Enterprise* (CV-6).

Air alerts interrupted the oiler's routine at Saipan between the 5th and the 9th, before she steamed to Guam. During September *Atascosa* fueled many units of TF 38. She made stops at Saipan and Eniwetok before arriving at Ulithi on 13 October. She got underway again on 21 October to rendezvous with TG 38.8 in an area east of Luzon. The oiler was fueling TF 38.3 in early November when she encountered high, seas and increasingly strong winds. During the operation, hose lines between ships were carried away several times. On 7 November, while fueling *Langley* (CVL-27), the steel manifold on the after port 6-inch connection was carried away, forcing the suspension of operations. Six members of *Atascosa*'s crew were injured while making and tending gasoline connections. The weather abated on 9 November, allowing the oiler's crew to make temporary repairs so that fueling could be resumed. *Atascosa* put into port at Ulithi on 17 November. She sailed on 10 December to meet fast carrier forces off Cape Engano and again encountered heavy seas. This soon developed into a typhoon; and, by 18 December, visibility was reduced to zero. The next day, the weather had

improved enough to allow fueling to resume. *Atascosa* returned to Ulithi on 23 December for the Christmas holidays.

During January and February 1945, *Atascosa* supported the operations of TG 30.8 and made several meetings with TF 58. She dropped anchor at Ulithi on 3 March for repair work. The ships of TF 58 left Ulithi several days before *Atascosa* departed on 19 March to support their attacks on the Japanese homeland. Her next assignment was to fuel the ships of TG 50.8, which were anchored off Okinawa. *Atascosa* returned to Ulithi on 1 May to undergo repairs and to replenish supplies. In mid-June, *Atascosa* set her course for Okinawa, where she remained for a month. After a brief supply stop at Ulithi, the oiler put to sea on 8 August to rendezvous with TF 38 off southern Honshu. While engaged in this mission, she received word of Japan's capitulation.

Atascosa returned to Ulithi on 31 August. However, her service in the Pacific had not yet ended, as she left on 8 September to steam to Tokyo Bay. She remained in Japan until 24 September, then sailed to San Pedro, Calif. The oiler arrived back in the United States on 8 October.

Atascosa was decommissioned on 21 January 1946 at Mare island, Calif.; her name was struck from the Navy list on 7 February; and she was transferred to the Maritime Commission on 1 July 1946.

Sold to the Standard Oil Company of New Jersey in 1947 and renamed *Esso Syracuse*, she transferred to Panamanian registry in 1950 but continued serving as *Esso Syracuse* until renamed *Esso Buffalo* in 1961. Later that year, she was sold to the General Cargo Corporation, converted to a freighter, re-registered under the American flag at New York City, and renamed *Spitfire*. She served under that name until returned to Panamanian registry in 1973.

Atchison County

Counties in Kansas and Missouri named in honor of David Rice Atchison (1807-86), a Missouri representative, judge, and United States Senator. The Kansas county was established on 30 August 1855 with its seat at Atchison. The Missouri county was established on 23 February 1845 with its seat at Rockport.

(LST-60: dp. 4,080; l. 328'; b. 50'; dr. 14'1"; s. 11.6 k.; cpl. 119; a. 8 40mm.; cl. LST-1)

LST-60 was laid down on 14 November 1943 at Neville Island, Pittsburgh, Pa., by the Dravo Corporation; launched on 24 December; sponsored by Mrs. Daniel W. Mack; and placed in reduced commission on 24 January 1944 so that she might descend the Ohio and Mississippi Rivers—under her own power—to New Orleans where she was placed in full commission on 7 February, Lt. Carl E. Ellis in command.

The new tank landing ship held shakedown training off Panama City, Fla., from 19 February to 4 March; then returned to New Orleans for repairs and loading. She next moved to New York City where she took additional cargo on board for transportation to the United Kingdom. After crossing the Atlantic in convoy, *LST-60* safely arrived in Falmouth, England, on 2 May. From there, she proceeded to Southend-on-Sea to load for the Normandy invasion.

LST-60 sailed from Southend on 5 June with Commander, Group 3, embarked for the initial assault. Following successful unloading of troops and cargo at Normandy the next day, the ship commenced crosschannel operations, making 53 trips to the French mainland without mishap before being ordered back to the United States for overhaul. Escorting a convoy en route, *LST-60* safely arrived in Norfolk on 1 July 1945 and continued on to New Orleans for repairs.

Originally scheduled to join the Pacific Fleet following overhaul, *LST-60* received new orders with the end of the war on 15 August. Instead, she proceeded to Green Cove Springs, Fla., for inactivation and was placed out of commission, in reserve, on 27 June 1946. The name *Atchison County* was assigned to *LST-60* on 1 July 1955. In 1958, the tank landing ship was declared unfit for further naval service. Her name was struck from the Navy list on 1 November 1958.

LST-60 earned one battle star for World War II service.

Athanasia

An asteroid discovered in 1912. The name, *Athanasia*, is derived from a Greek word which means immortal.

(AF-41: dp. 7,435; l. 338'6"; b. 50'; dr. 21'1"; s. 11.5 k.; cpl. 84; a. 1 3", 6 20mm.; cl. *Kerstin*; T. RL-M-AV3)

Athanasia (AF-41) was laid down under a Maritime Commission contract (MC hull 2332) on 14 August 1944 at Beaumont, Tex., by the Pennsylvania Shipyards, Inc.; launched on 12 October 1944; sponsored by Mrs. E. C. Sloat; acquired by the Navy on 13 March 1945; converted for naval service by the Todd Galveston Dry Dock, Inc., Galveston, Tex.; and commissioned at Galveston on 3 April 1945, Lt. James J. Borden in command.

Following brief shakedown training in the Gulf of Mexico, the new cargo ship proceeded to Mobile, Ala., to take on provisions. On 26 April, *Athanasia* sailed for the Pacific. She transited the Panama Canal on 3 May and continued on to Hawaii. The vessel reached Pearl Harbor on the 22d and reported to Service Squadron 8 for duty.

Athanasia left Pearl Harbor on 29 May, bound for the Marshall Islands. She arrived at Eniwetok on 4 June and began discharging provisions. Eight days later, the ship got underway for Ulithi. At that atoll, she joined a convoy bound for the Ruykyus. On 26 June, the ships reached Kerama Retto and began discharging dry and frozen provisions to ships of the Fleet. *Athanasia* then moved to Hagushi Bay, Okinawa, and continued her resupply duties. On 12 July, the cargo ship set out in a convoy for the return voyage to Hawaii.

After a two-day pause en route at Ulithi, *Athanasia* moored at Pearl Harbor on 4 August and began reloading her holds. Four days later, she shaped a course back to Okinawa via Ulithi. While she was still en route, she received word of the Japanese capitulation. The ship arrived at Buckner Bay, Okinawa, on 4 September.

Departing on the 12th, *Athanasia* joined a convoy for Pearl Harbor. She had a brief layover at Saipan in mid-September, then pressed on toward Hawaii. However, the ship was diverted to Seattle, Wash. During a dense fog encountered off British Columbia, *Athanasia* grounded on the rocks of Bajo Point, Nootka Island, on 12 October. Salvage operations were conducted, and the ship was refloated on the 21st. She was then towed to Seattle for repairs. On 20 December 1945 the ship was decommissioned and was returned to the War Shipping Administration for disposal. Her name was struck from the Navy list on 8 January 1946.

Athanasia earned one battle star for her World War II service.

Atheling

In Saxon times, a descendant of royal blood.

(ACV-33: dp. 7,800; l. 495'8"; b. 69'6"; ew. 111'6"; s. 18 k.; cpl. 890; a. 2 5", 16 40mm., 27 20mm.; cl. *Prince William*)

AVG-33, an aircraft escort vessel, was laid down on 9 June 1942 at Tacoma, Wash., by the Seattle-Tacoma Shipbuilding Co., under a Maritime Commission contract (MC hull 244); named *Glacier*, for a bay in Alaska, on 1 August 1942; reclassified as an auxiliary aircraft carrier, ACV-33, on 20 August 1942; launched on 7 September 1942; sponsored by Mrs. Richard P. Luker, the wife of Capt. Luker, the commanding officer of the Seattle Naval Station; and commissioned at the builder's yard, on 12 July 1943, Comdr. Ward C. Gilbert in command.

Having been "firmly assigned" to the United Kingdom under lend-lease on 25 June 1943, *Glacier* was fitted out at the Puget Sound Navy Yard, Bremerton, Wash., and, upon completion of that work, sailed for Vancouver, British Columbia, arriving the same day. Decommissioned on 31 July 1943, the ship was simultaneously turned over to the British, who renamed her *Atheling*, and assigned her the "pendant number" D.51.

Atheling operated under the White Ensign for the duration of World War II and through most of 1946 until returned to Ameri-

can custody at Norfolk, Va., on 6 December 1946. Declared "not essential to the defense of the United States," the ship was struck from the Naval Vessel Register on 7 February 1947.

Sold through the Naval Disposal Agency to National Bulk Carriers, Inc., of New York, in November 1947, the ship was ultimately acquired by Achille Lauro of Naples, Italy, in September 1947 who had the ship stripped at Jacksonville, Fla., and converted to a passenger liner at Naples. Renamed *Roma*, the ship commenced passenger service in the summer of 1951. Outside of service from 1953 to 1956 on the North Atlantic shipping routes, *Roma* spent the bulk of her peacetime career carrying passengers between the Mediterranean Sea and Australia. After finally reaching Spezia on 4 September 1967 to be laid up, *Roma* was scrapped the following December at Vado, Italy.

Athene

The Greek goddess of wisdom and of women's crafts. She was also the patron goddess of Athens.

(AKA-22: dp. 7,080; l. 426'; b. 58'; dr. 16'; s. 16.9 k.; cpl. 303; a. 1 5", 8 40mm., 10 20mm.; cl. *Artemis*)

Athene (AKA-22) was laid down on 20 January 1944 under a Maritime Commission contract (MC hull 1883) at Providence, R.I., by the Walsh-Kaiser Co., Inc.; launched on 18 June 1944; sponsored by Mrs. Emily Thornton; and acquired by the Navy and commissioned on 29 September 1944, Comdr. Edward R. Nelson, Jr., in command.

On 10 October, the attack transport got underway for shake-down training in the Chesapeake Bay. She left the east coast on 7 November, bound, via the Panama Canal, for Pearl Harbor. *Athene* reached Hawaii on 26 November and began a series of training exercises. The transport sailed for Eniwetok on 27 January 1945 and continued on to Saipan, arriving there on 11 February. *Athene* conducted two days of training exercises for troops scheduled to invade Iwo Jima. She sailed on 16 February, with officers and men of the 5th Marine Division embarked, and dropped anchor off Iwo Jima on the 19th. *Athene* began discharging her passengers on 27 February and got underway for Saipan the next day.

Athene returned to Pearl Harbor on 28 June to take on more supplies. She put back to sea on 12 July, bound for the Philippines with intermediate stops at Eniwetok and Ulithi. The attack transport anchored off Leyte on 30 July. For the duration of the war, she shuttled troops and cargo between islands in the Philippine archipelago.

After Japan surrendered, she got underway on 7 September for Yokosuka. *Athene* was moored in Tokyo Bay on 18 September when, due to a typhoon, the ship collided with an LST. This necessitated a repair period at Yokosuka, which lasted through 1 October. One month later, *Athene* began a voyage back to the United States. She paused at Saipan to embark homeward-bound troops and finally reached San Francisco on 23 November. *Athene* returned to Saipan late in December to bring back more troops. While underway to the west coast, she developed boiler trouble and was diverted to Pearl Harbor on 14 January 1946 for repairs.

The attack cargo ship resumed her voyage on 18 January and moored at San Pedro, Calif., on 25 January. She then proceeded to San Francisco. Later that month, *Athene* was assigned to Joint Task Force 1, which was the atomic bomb test unit at Bikini Atoll. Following her return from Bikini, *Athene* was decommissioned at Pearl Harbor on 17 June 1946. Her name was struck from the Navy list on 1 August 1947, and the ship was transferred to the Maritime Commission on 23 September 1947. She was sold in 1960 to the Union Minerals and Alloy Corp., of New York City, and scrapped.

Athene earned two battle stars for her World War II service.

Atherton

John McDougal Atherton—born in Harrods Creek, Ky., on 3 August 1918—graduated from Harvard in 1940 and enlisted in the Naval Reserve on 28 June 1940. He served on board *Wyoming* (BB-32), where he received his initial training, until August. His enlistment was terminated on 15 September so that he could

accept an appointment the next day as a midshipman at the Naval Reserve Midshipman School located at Northwestern University in Evanston, Ill. On 12 December 1940, Atherton took the oath of office as an ensign in the Naval Reserve. He was released from active duty on the 13th.

On 3 February 1941, Ens. Atherton reported for duty in conjunction with the outfitting of the destroyer *Meredith* (DD-434) at the Boston Navy Yard. He served in that warship for the remainder of his brief naval career. *Meredith* went into commission on 1 March, and Atherton served in her while she carried out patrols in the Atlantic Ocean. Even after the Japanese attack on Pearl Harbor on 7 December, Atherton's ship continued to operate in the Atlantic, escorting convoys and prosecuting the war against U-boats. On 18 February 1942, however, his destroyer departed Boston in company with *Washington* (BB-56) and shaped a course for Norfolk. There, the two warships joined a task force built around carrier *Hornet* (CV-8).

The force, designated TF 18, stood out of Chesapeake Bay on 4 March and embarked upon a long and famous voyage. Steaming by way of the Panama Canal and San Diego, TF 18 entered the Golden Gate on 20 March and moored at San Francisco, where *Hornet* loaded 16 Army B-25 medium bombers and embarked 70 officers and 64 enlisted men under the command of Lt. Col. James H. Doolittle. Ens. Atherton sailed with his ship in the screen of TF 18 on 2 April. The *Hornet* force rendezvoused with *Enterprise* near Midway Island 11 days later, and the combined force, TF 16, headed toward Japan. Discovery by a Japanese surveillance trawler on the morning of 18 April, about 600 miles from Japan and some 200 miles short of the intended launch point, forced the Tokyo raiders to take off from *Hornet* earlier than planned and execute the raid from extreme range. Though it accomplished little from a military standpoint, the raid provided the Americans with an enormous morale boost during their darkest period of the war.

Atherton returned to Pearl Harbor in *Meredith* on 25 April, but he and his ship put to sea five days later in the *Enterprise* task force in the attempt to reinforce Rear Admiral Frank Jack Fletcher's TF 17 before it engaged Japanese carriers in the Battle of the Coral Sea, an effort that was both unsuccessful and, mercifully, not absolutely necessary. Not only did Atherton's task force miss the battle, but his ship was detached from the force on 13 May to escort *Cimarron* (AO-22) and *Sabine* (AO-25) to New Caledonia. After seeing the two oilers safely into Noumea, Atherton's destroyer patrolled off the entrance to the harbor, Bulari Passage. On 15 June 1942 while serving on patrol duty at Noumea, he was promoted to lieutenant (junior grade). The Bulari Passage assignment lasted until 21 June when *Meredith* departed New Caledonia in the screen of *Tangier* (AV-8) and shaped a course for Hawaii. After stops at Fiji and Samoa, his ship arrived back at Oahu on Independence Day 1942.

Between early July and the middle of August, Lt. (jg.) Atherton's destroyer carried out patrols and drills in the Hawaiian Islands. On 15 August, he left Pearl Harbor in *Meredith*, escorting a convoy bound for the southwestern Pacific. After a two-week voyage that took Atherton by way of Suva in the Fiji Islands and Tongatabu in the Friendly Islands, his ship arrived at Pago Pago, Samoa, on 30 August. Early in September, he sailed in *Meredith* when she escorted a convoy of transports from Samoa to Tongatabu. From there, his ship steamed to Espiritu Santo in the New Hebrides where the destroyer began duty screening convoys carrying supplies and reinforcements to Guadalcanal in the southern Solomons.

Lt. (jg.) Atherton and his ship completed one such mission in late September and embarked upon another on 12 October. Two days out of Espiritu Santo, *Meredith*'s task unit received orders to return to port because of strong enemy forces operating in the vicinity of Guadalcanal. The next morning, planes from *Zuikaku* jumped Atherton's ship and sank her after a fierce but unequal struggle. Of the more than 200 on board *Meredith*, only seven officers and 56 enlisted men survived the combat and the subsequent ordeal in the water after the warship sank. Lt. (jg.) Atherton was not among them.

(DE-169: dp. 1,240; l. 306'0"; b. 36'7"; dr. 11'8" (mean) (f.); s. 20.9 k.; cpl. 216; a. 3 3", 6 40mm., 10 20mm., 8 dp., 2 det.; cl. *Cannon*)

Atherton (DE-169) was laid down on 14 January 1943 at Newark, N.J., by the Federal Drydock & Shipbuilding Co.; launched on

27 May 1943; sponsored by Mrs. Cornelia A. Atherton, the mother of Lt. (jg.) Atherton; completed at the Norfolk Navy Yard; and commissioned there on 29 August 1943, Lt. Comdr. Paul L. Mansell, Jr., USNR, in command.

Atherton began shakedown in September. During this time, conducted exercises in Chesapeake Bay and made two cruises to Bermuda. On 13 November, she got underway for Puerto Rico. Upon her arrival there, the destroyer escort assumed antisubmarine warfare (ASW) patrol duties in waters between St. Croix, Virgin Islands, and the Anegada Passage. On 24 November, she attacked a submarine contact, but observed no evidence of damage. The ship was relieved three days later and returned to Norfolk on 30 November. There, she began making daily cruises in Chesapeake Bay to train prospective crew members for destroyer escorts. *Atherton* left Norfolk on 11 December to escort a convoy bound for the Panama Canal but was back in Hampton Roads on 27 December.

From January 1944 to May 1945, *Atherton* operated under the control of Task Force 62 on escort duty for transatlantic convoys. She escorted convoys from Norfolk and New York City to various ports in the Mediterranean. These ports included Casablanca, Morocco; Bizerte, Tunisia; and Oran, Algeria. *Atherton* periodically reported to the Boston Navy Yard for overhaul. On 9 May 1945, while en route from New York to Boston, *Atherton* encountered a U-boat. After four depth charge attacks, pieces of broken wood, cork, mattresses, and an oil slick broke the surface. *Atherton*, in conjunction with *Moberly* (PF-63), was later credited with destroying the German submarine *U-853*.

On 28 May, *Atherton* sailed for Guantanamo Bay, Cuba. She arrived on 1 June and held a week of exercises with Escort Division 13 before sailing on 6 June for the Pacific. Proceeding via the Panama Canal and San Diego, *Atherton* arrived at Pearl Harbor on 29 June. There, the ship underwent a tender availability and carried out a series of exercises before getting underway on 15 July for the Marianas. She reached Saipan on 26 July and conducted antisubmarine patrols off Saipan. On 5 August, she got underway for Ulithi, where she operated on picket station until 18 August. Between 19 August and 16 September, *Atherton* made two round-trip voyages escorting convoys to Okinawa. She was then assigned to rescue station duties out of Saipan which lasted through the end of the war.

On 1 November, *Atherton* headed back toward the United States. After stops at Pearl Harbor and San Diego, she transited the Panama Canal and arrived at Jacksonville, Fla., in December. On 10 December 1945, she was decommissioned and placed in reserve at Green Cove Springs, Fla. On 14 June 1955, *Atherton* was transferred to Japan; and, her name was struck from the Navy list.

Atherton was awarded one battle star for her World War II service.

Atik

A double star in the constellation Perseus; the name itself is a shortened version of the Arabic *al-Atik*.

(AK-101: dp. 6,610; l. 382'2"; b. 46'1"; dr. 21'6"; s. 9 k.; cpl. 141; a. 4 4", 4 .50-cal. mg., 4 .30-cal. Lewis mg., 6 dp.)

Carolyn—a steel-hulled, single-screw steamer—was laid down on 15 March 1912 at Newport News, Va., by the Newport News Shipbuilding and Dry Dock Co., for the A. H. Bull Steamship Lines; launched on 3 July 1912; sponsored by Miss Carolyn Bull (for whom the ship was probably named), a granddaughter of the shipping line's owner, Archibald Hilton Bull (1847-1920); and delivered on 20 July 1912.

For the next 30 years, *Carolyn* carried freight and passengers between the West Indies and ports on the eastern seaboard of the United States. During World War I, she received a main battery of a 3-inch and a 5-inch gun, and a Navy armed guard detachment served in the ship from 28 June 1917 to 11 November 1918. During that time, too, the Navy gave her the identification number (Id. No.) 1608, but did not take her over for naval service.

Carolyn pursued her prosaic calling under the house flag of the Bull Line through the Japanese attack on Pearl Harbor. However, soon after that tragic action, events transpired which had a fateful effect upon the ship.

By 12 January 1942, the British Admiralty's intelligence community had noted a "heavy concentration" of U-boats off the "... North American seaboard from New York to Cape Race" and passed along this fact to the American Navy. That day, *U-123* under *Kapitänleutnant* Reinhard Hardegen, torpedoed and sank the British steamship *Cyclops*, inaugurating Operation "*Paukensschlag*," (literally, "roll on the kettledrums") and commencing a veritable "blitz" against coastal shipping between New York Harbor and the Outer Banks. U-boat commanders found peacetime conditions prevailing along the coast: towns and cities were not blacked-out and navigational buoys remained lighted; shipping followed normal routines and "carried the normal lights." "*Paukensschlag*" had caught the United States unawares.

Committed to fighting the rampaging Japanese in the Pacific and to assuring the safe arrival of vital convoys to Great Britain in the Atlantic, the American Navy could spare few ships to deal with this new threat close to our shores. As a result of the crisis, it launched a new, imaginative, and daring program. Because of the secret nature of the project, its inception is shrouded in mystery. It appears that President Franklin Roosevelt, well-known for his affinity for things novel and naval, desired that the Navy establish a "Q-ship" program similar to that which had been used by the British with some success in the first World War.

Acquired by the Navy from the Maritime Commission, *Carolyn* steamed to Portsmouth, N.H., where she was turned over to the Navy under a bareboat charter at 1530 on 12 February 1942. This followed within two weeks of a dispatch from the Chief of Naval Operations dated 31 January 1942 which had stated his desire that *Evelyn* and *Carolyn* "be given a preliminary conversion to AK in the shortest possible time." A letter from the Chief of the Bureau of Ships elaborated on the "shortest possible time," when it stated on 12 February that the conversion and outfitting of the vessels was desired "by 1 March 1942."

As could be expected, the process of converting two venerable tramp steamers into men-of-war was by no means complete; but, over the next few weeks, the two erstwhile "tramps" were given their main and secondary batteries and sound gear. Nevertheless, they appeared to be mere cargo ships. *Carolyn* became *Atik*, and was given a cargo ship hull number, AK-101; *Evelyn* became *Asterion* (AK-100).

Atik (AK-101) was placed in commission at 1645 on 5 March 1942 at the Portsmouth (N.H.) Navy Yard, Lt. Comdr. Harry Lynnwood Hicks, USN, in command. Following fitting out and brief sea trials, she and *Asterion* got underway on 23 March 1942. Soon after leaving port, *Atik* and *Asterion* went their separate ways.

At the outset, all connected with the program apparently harbored the view that neither ship "was expected to last longer than a month after commencement of [her] assigned duty." *Atik*'s holds were packed with pulpwood, a somewhat mercurial material. If dry, "an explosive condition might well develop" and, if wet, "rot, with resultant fire might well take place." Despite these disadvantages, pulpwood was selected as the best obtainable material to assure "floatability."

Atik's mission was to lure some unsuspecting U-boat into making a torpedo attack. According to the projected scenario, the submarine, having deemed the venerable tramp unworthy of the expenditure of more torpedoes, would surface to sink the crippled foe with gunfire.

The plan presupposed a "backup" which was to come to the rescue whenever a "Q-ship" ran into difficulties. In March, 1942, though, there was no such "safety net." "The commanding officers of the two ships (*Atik* and *Asterion*) were told [that] they could expect little help if they got into trouble as the situation was critical. Every available combatant ship and plane were [sic] being employed to the maximum for convoy and patrol duties."

In the gathering darkness, three days after *Atik* had sailed from Portsmouth, she attracted the attention of the German submarine, *U-123*, on her second war patrol off the eastern seaboard. The U-boat, on the surface, began stalking *Atik* at 2200, and at 0037 on 27 March fired one torpedo from 700 yards away which struck the ship on her port side, under the bridge. Fire broke out immediately, and the ship began to assume a slight list; an SOS went out from the crippled "freighter": "S.S. *Carolyn*, torpedo attack, burning forward, not bad." As *U-123* proceeded around under her victim's stern, her captain, *Kapitänleutnant* Hardegen, duly noted one boat being lowered on the starboard side and men abandoning ship.



Atka (AGB-3) and sister ship *Edisto* (AGB-2), moored together at Goose Bay, Labrador, 18 June 1960, in this view taken by Photographer 1st Class Scott. (USN 1051798)

"*Carolyn*" was not dead—yet. After *U-123* turned to starboard, *Atik* gathered steerage way, paralleling her course by turning to starboard as well, and dropped her concealment, commencing fire from her main and secondary batteries. The first shell dropped short of the U-boat, as she made off presenting a small target; the others were off in deflection. A veritable hail of .50-caliber machine gun fire, though, ricocheted around the U-boat's decks as she bent on speed to escape the trap into which Hardegen had fallen. One bullet mortally wounded a midshipman standing watch on *U-123*'s bridge.

Gradually, the U-boat pulled out of range behind the cover of a smoke screen emitted by her straining diesels, and her captain assessed the damage. As he later recorded, "We had been incredibly lucky."

Not so, *Atik*. *U-123* submerged and again approached her daring opponent. At 0229, the U-boat loosed a torpedo into *Atik*'s machinery spaces. Satisfied that this blow would prove to be the coup de grace, *U-123* stood off to await developments as *Atik* settled by the bow, her single screw now out of the water.

Once again, *Atik*'s men could be seen embarking in her boats, as their ship clung stubbornly to life. *U-123* surfaced at 0327, perhaps to finish off the feisty Q-ship once and for all. Suddenly, at 0350, a cataclysmic explosion blew *Atik* to atoms. Ten minutes later, *U-123* buried her only casualty—the midshipman killed by *Atik*'s machine gun fire. *Atik*'s entire crew perished—either in the blast or during the severe gale that lashed the sea soon after the brave ship disintegrated.

The next morning, an Army bomber was dispatched to *Atik*'s last reported position, but found nothing. The destroyer *Noa* (DD-343) and the tug *Sagamore* (AT-20) steamed toward the area as well. Heavy seas forced *Sagamore* to return to port, but *Noa* remained in the vicinity and ultimately sighted wreckage from *Atik*.

Asterion, too, had heard her sister ship's cry for help and plodded to the scene, Lt. Comdr. Legwen deeming his orders "sufficiently broad to proceed immediately to her assistance," but *Asterion* encountered casualties to her steering gear, and

only continued the search for 24 hours before being forced to put into Hampton Roads for repairs.

On 9 April, Radio Berlin reported that a U-boat had sunk an adversary after a "bitter battle," but gave no details. It was not until after the war that translated German records shed light on what had become of *Atik*.

Atka

An island in the Aleutian chain.

(AGB-3: dp. 3,395; l. 269'; b. 64'; dr. 29'; s. 16 k.; cpl. 254; a. 1 5", 4 40mm., 8 20mm.; cl. *Burton Island*)

Southwind was laid down on 20 July 1942 at San Pedro, Calif., by the Western Pipe & Steel Co.; launched on 8 March 1943; sponsored by Mrs. Ona Jones; and commissioned by the Coast Guard on 15 July 1944, Comdr. R. M. Hoyle, USCG, in command.

After a brief period of service along the coast of Greenland, the ice breaker was transferred to the Soviet Union under the terms of lend-lease on 25 March 1945. Renamed *Admiral Makarov* by the Russians, the ship operated in the Russian merchant marine for four and one-half years before the Soviet Union returned her to the United States at Yokosuka, Japan, on 28 December 1949.

The vessel was repaired at Yokosuka and, on 28 April 1950, renamed *Atka* (AGB-3). She was commissioned at Yokosuka by the United States Navy on 1 October 1950 and got underway four days later for the New England coast. Upon her arrival at Boston, *Atka* entered the naval shipyard there for a thorough overhaul and modernization. The work was completed late in May 1951, and *Atka* began operations from Boston in July.

Throughout her career in the American Navy, the icebreaker followed a routine established by the changing seasons. In the late spring, she would set sail for either the northern or southern polar regions to resupply American and Canadian air bases and

weather and radar stations. In early fall, she would return to Boston for upkeep and repairs. In the winter, the ship would sail various routes in the North Atlantic to gather weather data before returning to Boston in early spring for repairs and preparation for her annual polar expedition.

The ship often carried civilian scientists who plotted data on ocean currents and ocean water characteristics. They also assembled hydrographic data on the poorly charted polar regions. *Atka* was also involved in numerous tests of cold weather equipment and survival techniques.

She was placed out of commission on 31 October 1966 and transferred back to the Coast Guard, where she was redesignated WAGB-280. Her name was struck from the Navy list on 1 November 1966. The vessel resumed the name *Southwind* on 18 January 1967.

Atlanta

A city in northwestern Georgia. Originally called Terminus and later Marthasville, the community was renamed Atlanta when it was incorporated as a city in 1847. Since Atlanta served as the center of the South's system of military supplies during the first three years of the Civil War, General William Tecumseh Sherman made her a main objective in his drive across the Confederacy to the sea. The city, which was almost completely destroyed by Sherman's artillery during the siege in the late summer of 1864, was rebuilt with comparative rapidity during the Reconstruction period. Atlanta became the state capital in 1868 and has since grown into one of the South's most important centers of industry, transportation, and finance.

When *Atlanta*—a screw gunboat acquired by the Navy in the autumn of 1858—was bought outright on 26 May 1859 under a lease-purchase option contained in the contract of charter, she was renamed *Sumpter* (q.v.).

I

(IreRam: t. 1,006; l. 204'; b. 41'; dr. 15'9"; s. 10 k.; cpl. 162; a. 2 150-pdr. r., 2 100-pdr. sb.)

The first *Atlanta*—an iron-hulled, schooner-rigged, screw steamer built at Glasgow, Scotland, by James and George Thompson in the Clyde Bank Iron Shipyard—was completed as *Fingal* early in 1861 and briefly operated between Glasgow and other ports in Scotland for Hutcheson's West Highland Service.

As *Fingal* was beginning her career as a merchantman, on the other side of the Atlantic the United States was sinking deeper and deeper into its secession crisis. Then, soon after the Southern attack upon Fort Sumter plunged the nation into war in mid-April 1861, the Confederate Secretary of the Navy, Stephen R. Mallory, sent James Dunwoody Bulloch to England to buy the warships, ordnance, and widely varied supplies needed by the South's fledgling navy. After reaching Liverpool on 4 June, Bulloch—a former naval officer who had resigned his commission as a lieutenant in the United States Navy on 5 October 1854—quickly arranged for the construction of two fast and powerful cruisers to prey upon Union shipping. He also purchased a large quantity of naval supplies. Next—realizing that he must arrange for a steady flow of new funds before he could go much farther with his purchasing program and also prompted by the fact that the materiel of war that he had already acquired would be useless to the Confederate cause as long as it remained in England—decided to buy a steamship, to fill it with the ordnance that he and an agent of the Southern War Department had accumulated, and to sail in her to America.

To carry out this plan, the enterprising Southern naval agent chartered *Fingal* with an option to buy her upon a moment's notice if circumstances should arise which made such a move seem to be advisable. Under this arrangement, the ship would appear to be a British vessel under the command of a certified English master while she would actually be completely under Bulloch's control. Thus, *Fingal* would enjoy the protection of neutral English colors; yet, in the event she encountered an overinquisitive but none too powerful Union blockader, the English commanding officer might exercise his power of attorney as the agent of the steamer's owner and sign her over to the

Confederate Government. In this way, *Fingal*, under Bulloch's command, could fight for her freedom without compromising British neutrality.

In an attempt to avoid suspicious eyes, the Southern arms were carried by rail and by the coastal steamer *Colletis* from the vicinity of London to Greenock, Scotland, where *Fingal* was moored. When the prospective blockade runner was fully loaded, she got underway on the morning of 10 October; moved down the Firth of Clyde; transited the North Channel; and proceeded south through the Irish Sea to Holyhead, Wales, where Bulloch and other Confederate officials and passengers awaited. On the night of the 14th, as she was slowly rounding the breakwater shielding that port, *Fingal* suddenly came upon unlighted brig *Siccardi*, slowly swinging at anchor. Although *Fingal* barely had steerage way and despite the fact that she quickly reversed her engines, she collided with the dark sailing ship. The steamer's sharp bow pierced *Siccardi*'s starboard quarter, and the brig went down before a boat could be lowered.

While *Fingal*'s boats were carrying out rescue operations, Bulloch and the passengers embarked in the steamer. Bulloch sent a letter ashore to request that Messrs. Fraser, Trenholm and Co.—Confederate financial agents in England—settle damages with the brig's owners. Then, lest *Fingal* be held up by an investigation of the accident which might well bring his whole project to naught, Bulloch ordered the steamer to get underway immediately. She headed for the Azores and replenished her water supply at Praia on the island of Terceira. When the ship reached Bermuda on 2 November, she found CSS *Nashville* in port; and that Confederate side-wheel cruiser supplied her with coal and a pilot familiar with "... Savannah and the inlets to the southward ..." While *Fingal* was at Bermuda preparing for a dash to the Confederate coast, the United States consul, suspicious of her purpose, attempted in vain to persuade her crew to leave the ship.

On the afternoon of the 7th, *Fingal*—cleared for Nassau in the Bahamas—got underway again. Soon after she left port, Bulloch informed the crew that the steamer's real destination was Savannah; but he offered to take anyone who objected to the plan to Nassau. However, all agreed to join in the effort to run the Union blockade; and the ship headed for the Georgia coast. Her two 4½-inch rifled guns were then mounted in her forward gangway ports, and her two breech loading 2½-inch boat guns were put in place on her quarterdeck. The weather was clear as she approached the entrance to Wassau Sound on the night of 11 and 12 November; but, in the wee hours of the morning, a heavy fog settled over the coastal waters and screened the ship from Union eyes, enabling her to slip safely into the Savannah estuary.

The cargo which she brought to the munitions-hungry South consisted of 14,000 Enfield rifles, 1,000,000 cartridges, 2,000,000 percussion caps, 3,000 cavalry sabers, 1,000 short rifles with cutlass bayonets, 1,000 rounds per rifle, her own ordnance, 400 barrels of coarse cannon powder, medical supplies, much military clothing, and a large quantity of cloth for sewing still more uniforms. Recalling the voyage after the war, Bulloch proudly stated that "No single ship ever took into the Confederacy a cargo so entirely composed of military and naval supplies ..." and every bit of it was desperately needed by Southern forces.

While *Fingal* was discharging her most welcome cargo, Bulloch went to Richmond to confer with Secretary of the Navy Mallory and other Confederate leaders seeking approval of what he had done and what he intended to do. His plans called for him next to return to his ship, to fill her with cotton and naval stores, then to escape through the blockade to sea, and finally to steam on to England.

Bulloch returned to Savannah on 23 November heartened by Mallory's approval of his past performance and of his projected course of action, and he promptly went to work to obtain a cargo of cotton and rosin for *Fingal*'s outward voyage. However, the very next day, the first of a series of events occurred that would keep *Fingal* in port and ultimately would make her useless to the South.

Optimistic because of his great victory at Port Royal, S.C., earlier in the month, Flag Officer Samuel F. Du Pont—the commanding officer of the newly established South Atlantic Blockading Squadron—ordered a Union naval force to waters off Savannah. On the 24th, in response to Du Pont's instructions, Comdr. John Rodgers led a party of Union sailors and marines ashore on Tybee Island, which controlled the mouth of the Savannah River, closing to *Fingal* that avenue of escape. The next

day, Bulloch wrote Mallory reporting this development, explaining that "the only egress left for *Fingal* is through Warsaw [sic] Inlet . . ." and warning that ". . . it can scarcely be supposed that the enemy will permit it to remain open many days . . ."

Yet, despite the urgency of loading the steamer and preparing her for sea, other pressing demands upon Southern railroads delayed the arrival of her coal and cargo. Thus, she was not ready to sail until 20 December; and, by that time, Union blockaders had sealed off Wassau Sound, ending the steamer's last chance to reach the Atlantic.

Slow to abandon hope that changed conditions might yet enable him to slip out to sea, Bulloch remained on board the steamer until mid-January 1862. Then, yielding to the inevitable and prodded by pressing business abroad, he turned her over to Lt. George T. Sinclair, CSN, so that he might proceed to England independently and resume his duties there.

Under Sinclair, *Fingal* for a time continued to seek an opportunity to dash out to sea; but this hope was abandoned before spring; and the ship was taken into the Confederate Navy. She was stripped to her deck; covered with a slanted, armored roof, flat at the center; and fitted with a sharp reinforced-steel bow which could be used to pierce the hulls of wooden enemy vessels. The contract for converting her into an ironclad ram was awarded to the Tift brothers, Nelson and Asa F.; and her metamorphosis—financed largely by contributions from the ladies of Savannah—was completed during the summer. The new warship was renamed *Atlanta*.

However, in her new configuration as a fighting ship, *Atlanta* suffered from several serious shortcomings. Her new armor and ordnance increased her draft to almost 16 feet, making it difficult for her to operate in the inland waters approaching Savannah. Moreover, her modifications made her extremely slow to respond to her helm and reduced her speed from 13 to 10 knots. She also leaked significantly, and her armored roof all but eliminated circulation of air, turning her into a humid oven during hot weather.

On 31 July, *Atlanta*—under the command of Lt. Charles H. McBlair, CSN—steamed down the Savannah River toward Fort Pulaski to a point where she could be seen from Union blockaders, but she soon retired above the obstructions. Efforts were then made to correct her defects but with poor results.

In January 1863, Flag Officer Josiah Tattnall—who then commanded the naval defenses of Georgia and, although residing ashore, flew his flag in *Atlanta*—felt pressure from Mallory to engage Northern naval forces. The Confederate Secretary of the Navy and other officials in Richmond were highly impressed by the performance of *Virginia*—the former screw frigate *Merrimack* rebuilt as an ironclad ram—in Hampton Roads the previous March and hoped that *Atlanta* could boost Southern morale by repeating *Virginia*'s victory over wooden-hulled Union warships. Accordingly, Tattnall made plans to have *Atlanta* descend the Savannah. However, obstructions blocking the channel leading to sea prevented Tattnall from launching the operation. In March, the disappointed and frustrated Mallory reacted by relieving Tattnall from the command afloat and later placed Lt. William A. Webb, CSN, in command of *Atlanta*, leaving no doubt that he expected great accomplishments from the ironclad ram in the near future.

On 10 June 1863, Rear Admiral Du Pont—sensing that *Atlanta* was about to descend the Wilmington River for a foray into Wassau Sound and remembering that *Monitor* had ended *Virginia*'s destructive rampage—ordered monitors *Weehawken* and *Nahant* to enter Wassau Sound to stop the Southern ironclad ram's attack, should she make one, and to prevent her escape. Capt. John Rodgers in *Weehawken* had overall command of this Union force.

Five days later, in the early evening of the 15th, *Atlanta* got underway and passed over the lower obstructions in the Wilmington River to get into position for a strike at the Union forces in Wassau Sound. Webb dropped anchor at 8:00 p.m. and spent the remainder of the night coaling. The next evening ". . . about dark . . ." Webb later reported, he ". . . proceeded down the river to a point of land which would place me in 6 or 7 miles of the monitors, at the same time concealing the ship from their view, ready to move on them at early dawn the next morning."

Atlanta, accompanied by wooden steamers *Isondiga* and *Resolute*, got underway before daylight on the 17th. A percussion torpedo was fitted to a long spar projecting forward from

the ram's bow, "which," Webb wrote, "I knew should do its work to my entire satisfaction, should I but be able to touch the *Weehawken* . . ." *Atlanta* grounded coming into the channel, was gotten off, but repeatedly failed to obey her helm and ran hard aground again. *Weehawken* poured five shots from her heavy guns into the Confederate ram, and *Nahant* moved into attacking position. With two of his gun crews out of action, with two of three pilots severely injured, and with his ship stranded and helpless, Webb was compelled to surrender to prevent further futile loss of life. His two wooden escorts had returned upriver without engaging.

Captain Rodgers reported, "The *Atlanta* was found to have mounted two 6-inch and two 7-inch rifles, the 6-inch broadside, the 7-inch working on a pivot either as broadside or bow and stern guns. There is a large supply of ammunition for these guns and other stores, said to be of great value by some of the officers of the vessel." At the time of capture, 21 officers and 124 men, including marines were on board.

After completion of temporary repairs at Port Royal, Du Pont placed the prize in temporary commission on 26 September and sent her to Philadelphia where she was condemned by a prize court, repaired in the Federal navy yard, and commissioned again on 2 February 1864. Still bearing her Confederate Navy name while in the Federal Navy, *Atlanta* was assigned to the North Atlantic Blockading Squadron.

During most of her career under Union colors, *Atlanta* was stationed up the James River helping other Northern warships support General Grant's operations against Richmond. Under the command of Acting Lieutenant Thomas J. Woodward, her main service was to guard against a foray from the Confederate capital of the small fleet of Southern warships. On 21 May 1864, she and schooner-rigged screw steamer *Dawn* shelled Confederate cavalry which was attacking Fort Powhatan on the James. Their gunfire broke up the assault and dispersed the Southern troopers.

After the collapse of the Confederacy, *Atlanta* steamed north to Philadelphia where she was decommissioned on 21 June 1865. She was sold at auction at the Philadelphia Navy Yard to Sam Ward on 4 May 1869. No record of her subsequent fate has been found.

II

(Protected Cruiser: dp. 3,189; l. 288'6"; b. 42'2"; dr. 19'10½" (aft); s. 16.33 k.; cpl. 284; a. 2 8", 6 6", 2 6-pdrs., 2 3-pdrs., 2 1-pdrs., 2 47mm., 2 37mm., 2 Gatling guns; cl. *Atlanta*)

The second *Atlanta*—a protected cruiser and one of the first steel warships of the "New Navy" of the 1880's—was laid down on 8 November 1883 at Chester, Pa., by John Roach & Sons; launched on 9 October 1884; sponsored by Miss Jessie Lincoln, the daughter of Secretary of War Robert Todd Lincoln and granddaughter of President Abraham Lincoln; and commissioned at the New York Navy Yard on 19 July 1886, Capt. Francis M. Bunce in command.

She remained at New York fitting out and undergoing modifications until July of 1887 when she joined the North Atlantic Squadron. For a little over two years, she cruised the Atlantic coast, the Gulf of Mexico, and the West Indies. On 30 September 1889, she was reassigned to the Squadron of Evolution with which she voyaged to Europe and the Mediterranean that winter. On the return voyage the protected cruiser paid a friendship visit to the Republic of Brazil before returning to New York at the end of July 1890. There, she resumed duty along the east coast and in the West Indies. Between February and April of 1891, she cruised the Gulf of Mexico. From May to October, the ship operated along the Atlantic coast and participated in exercises and maneuvers at Boston and New York, training members of the Naval Militia. Between October 1891 and July 1892, she served successively along the east coast, in the West Indies, and in South American waters.

On 2 September 1892, the cruiser was transferred from the Squadron of Evolution back to the North Atlantic Squadron. Between December 1892 and February 1893, she operated in the West Indies protecting American interests. In March, April, and May, the warship participated in the naval review held at Hampton Roads, Va. In May and June, she returned to the Gulf of Mexico. On 18 July 1893, *Atlanta* was placed out of commission at Norfolk. There, she remained until recommissioned on 2



Atlanta, in the white and spar color paint scheme common to Navy ships of that time, enters Havana Harbor, 7 February 1903; Morro Castle looms in the background. (NH 83701)

April 1894. She returned to duty on the North Atlantic station for the next 17 months. During that assignment, she put a landing party ashore at Boca del Toro, Colombia, on 8 March 1895 to protect American lives and property threatened by a Liberal Party revolt and the activity of filibusters. In September of 1895, she was placed out of commission at the New York Navy Yard where she was laid up for the next five years.

On 15 September 1900, she was placed back in commission at New York, Comdr. E. C. Pendleton in command. Late in October, the ship put to sea to join the South Atlantic Squadron off the coast of Brazil. She cruised those waters until November 1902 when she was transferred to the Caribbean Squadron. During the latter tour of duty, she again landed shore parties to protect American interests—first at Santo Domingo in April 1903 and then at Porto Bello, Panama, the following December. She made a voyage to the Mediterranean in 1904 and returned in October, via the western coast of Africa and Capetown, to the South Atlantic station. She arrived back at Hampton Roads on 26 December and, in January 1905, moved to Annapolis, Md., where she was placed in reserve on the 12th. *Atlanta* remained inactive only until 8 May, at which time she was returned to full commission for service in the Coast Squadron to participate in midshipman training missions.

In November 1905, the warship moved to Norfolk where she served as a barracks ship for sailors of the Torpedo Flotilla until 1909. At that time, she moved to Charleston, S.C., where she resumed duty as a barracks ship. On 23 March 1912, *Atlanta* was relieved of duty and, one month later, on 24 April 1912, her name was struck from the Navy list. The ship was sold at Charleston on 10 June 1912 to *Frank Rijdsdyk's Scheepsslooperij*.

III

(CL-51: dp. 6,000; l. 541'0"; b. 52'10"; dr. 20'6"; s. 33.6 k.; cpl. 673; a. 16 5", 9 1.1", 8 21" tt.; cl. *Atlanta*)

The third *Atlanta* (CL-51)—the first of a new class of ships originally conceived as flotilla leaders but which became known as particularly effective anti-aircraft cruisers—was laid down on 22 April 1940 at Kearny, N.J., by the Federal Shipbuilding and Drydock Co.; launched on 6 September 1941; sponsored by Mrs. John R. Marsh (better known by her pen name, Margaret Mitchell, the author of the novel *Gone With the Wind*); and commissioned at the New York Navy Yard on 24 December 1941; Capt. Samuel P. Jenkins in command.

After fitting out, *Atlanta* conducted shakedown training until 13 March, first in Chesapeake Bay and then in Maine's Casco Bay, after which she returned to the New York Navy Yard for post-shakedown repairs and alterations. Adjudged to be "ready for distant service" on 31 March, the new light cruiser departed New York for the Panama Canal Zone on 5 April. She reached

Cristobal on the 8th. After transiting the isthmian waterway, *Atlanta* then cleared Balboa on 12 April with orders to reconnoiter Clipperton Island—a tiny, barren, uninhabited atoll about 670 miles southwest of Acapulco, Mexico—in the course of her voyage to the Hawaiian islands, for any signs of enemy activity. Finding none, she ultimately reached Pearl Harbor on 23 April.

Punctuating her brief stay in Hawaiian waters with an anti-aircraft practice off Oahu on 3 May, *Atlanta*, in company with *McCall* (DD-400) sailed on 10 May as escort for the ammunition ship *Rainier* (AE-5) and the oiler *Kaskaskia* (AO-27), bound for Noumea, New Caledonia. On 16 May, having seen the auxiliaries to their destination, she joined Vice Admiral William F. Halsey's Task Force (TF) 16, formed around the carriers *Enterprise* (CV-6) and *Hornet* (CV-8), as it steamed back to Pearl Harbor, having been summoned back to Hawaiian waters in response to an imminent Japanese thrust in the direction of Midway atoll. TF 16 arrived at Pearl on 26 May.

Atlanta sailed with TF 16 again on the morning of the 28th. Over the days that followed, she screened the carriers as they operated northwest of Midway in anticipation of the enemy's arrival. At the report of Japanese ships to the southwest, on the morning of 4 June, *Atlanta* cleared for action as she screened *Hornet*. Squadrons from the three American carriers sought out the Japanese, and during that day, planes from *Yorktown* and *Enterprise* inflicted mortal damage on four irreplaceable enemy flattops. Japanese planes twice hit TF 17, formed around *Yorktown* (CV-5) and operating independently from TF 16, and it took the brunt of the enemy attacks. Over the days that followed the Battle of Midway, *Atlanta* remained in the screen of TF 16 until 11 June, when the task force received orders to return to Pearl Harbor.

Reaching her destination on 13 June, *Atlanta*, outside of a brief period of anti-aircraft practice on 21, 25 and 26 June, remained in port, taking on stores and provisions and standing on 24-hour and then 48-hour alert into July 1942. Drydocked on 1 and 2 July so that her bottom could be scraped, cleaned and painted, the cruiser completed her availability on the 6th, and then resumed a busy schedule of gunnery practice with drone targets, high-speed sleds, and in shore bombardment in the Hawaiian operating area.

On 15 July 1942, *Atlanta*, again in TF 16, sailed for Tongatabu. Anchoring at Nukualofa, Tonga, on 24 July, where she fueled *Maury* (DD-401) and then took on fuel from the tanker *Mobilube*, the light cruiser pushed on later the same day and overtook TF 16. On 29 July, as all preparations proceeded apace for the invasion of Guadalcanal, in the British Solomon Islands, *Atlanta* was assigned to TF 61.

Screening the carriers as they launched air strikes to support the initial landings on Guadalcanal on 7 and 8 August, *Atlanta* remained in the vicinity of that isle until the withdrawal of the carrier task forces on the 9th. For the next several days, she



Atlanta (CL-51) moves in close to *San Francisco* (CA-38), on the morning of 16 October 1942. Note interesting variation on what appears to be Measure 12 camouflage—*Atlanta*'s hull is painted a solid color, while her upper works are mottled. (80-G-391482)

remained at sea, replenishing when necessary while the task force operated near the Solomons.

As the Americans consolidated their gains on Guadalcanal, the Japanese' critical need for reinforcements prompted Admiral Isoroku Yamamoto to send the Combined Fleet south to cover a large troop convoy. American reconnaissance aircraft spotted the Japanese forces on the morning of 23 August. With the enemy convoy reported to the northwest, *Enterprise* and *Saratoga* launched search and attack planes, but the aircraft failed to make contact because of deteriorating weather and the fact that the Japanese, knowing that they had been spotted, reversed course.

Throughout the day on 24 August, *Atlanta* received enemy contact reports and screened *Enterprise* as she launched a strike group to seek out the Japanese carriers. The sighting of an enemy "snooper" at 1328 sent *Atlanta*'s sailors to general quarters, where they remained for the next five and half hours. At 1530, the cruiser worked up to 20 knots as TF 16 stood roughly north-northwestward "to close [the] reported enemy carrier group." At 1637, with unidentified planes approaching, *Atlanta* went to 25 knots. *Enterprise* then launched a strike group shortly thereafter, completing the evolution at 1706.

In the meantime, the incoming enemy strike—bomber and fighter aircraft from *Shokaku* and *Zuikaku*—prompted the task force to increase speed to 27 knots; shortly after *Enterprise* completed launching her own aircraft, the Japanese raid—estimated by Capt. Jenkins to consist of at least 18 Aichi D3A1 Type 99 carrier bombers ("Vals")—came in from the north northwest at 1710. Over the next 11 minutes, *Atlanta*'s 5-inch, 1.1-inch and

20-millimeter batteries contributed to the barrage over *Enterprise*, as the light cruiser conformed to *Enterprise*'s every move as she maneuvered violently to avoid the dive bombers.

Despite the heavy antiaircraft fire, though, *Enterprise* took one hit and suffered some shrapnel damage from an estimated five near misses. Capt. Jenkins later reported that his ship may have shot down five of the attackers.

Atlanta emerged from her baptism in fire unscathed and confident; as her executive officer, Comdr. Campbell D. Emery, wrote after the battle: "Although the *Atlanta* had been through the Midway campaign . . . this was the first opportunity the crew has had to actively join the enemy in battle. All hands welcomed the occasion with enthusiasm . . ." Capt. Jenkins concluded: "The ship functioned as designed in all respects and can be considered an efficient unit . . ."

Reporting to TF 11 for duty the following day, *Atlanta* operated with that force—redesignated TF 61 on 30 August—over the next few days. When the Japanese submarine *I-26* torpedoed *Saratoga* on 31 August, the light cruiser screened the stricken flagship as *Minneapolis* (CA-36) rigged a towline and began taking her out of danger. The force ultimately put into Tongatabu on 6 September, where *Atlanta* provisioned ship, fueled from *New Orleans* (CA-32), and enjoyed a period of upkeep.

Underway on 13 September, the light cruiser assumed duty as escort for the Noumea-bound ammunition ship *Lassen* (AE-3) and the aircraft transport *Hammondsport* (APV-2) on the 15th. After seeing her charges safely to their destination at Dumbéa Bay, Noumea, on the 19th, *Atlanta* fueled, took on stores and

ammunition, and sailed on the 21st as part of Task Group (TG) 66.4. Becoming part of TF 17 on 23 September, the light cruiser was detached the following day to proceed in company with *Washington* (BB-56) and the destroyers *Walke* (DD-416) and *Benham* (DD-397) to Tongatabu, which she reached on the 26th.

Underway with those same ships on 7 October, *Atlanta* briefly escorted Guadalcanal-bound transports between 11 and 14 October before putting into Espiritu Santo for fuel on the afternoon of the 15th. Assigned then to Rear Admiral Willis A. Lee's TF 64, the ship sailed after dark that same day to resume operations covering the ongoing efforts to secure Guadalcanal. Returning briefly to Espiritu Santo for fuel, stores and provisions, the warship stood out from Second Channel on the afternoon of 23 October.

Two days later, with a Japanese Army offensive having failed to eject the Americans from Guadalcanal, Admiral Yamamoto sent the Combined Fleet south in an attempt to annihilate the American naval forces doggedly supporting the marines. *Atlanta* operated in TF 64, along with *Washington*, *San Francisco* (CA-38), *Helena* (CL-50) and two destroyers, as the opposing forces engaged in the Battle of the Santa Cruz Islands on 26 October. That day, *Atlanta* patrolled astern of the fueling group supporting the two American carrier task forces. On the 27th, when the Japanese submarine *I-15* attacked TF 64—her torpedo missed *Washington*, exploding some 400 yards beyond her quarry—the force maneuvered at high speed to clear the area.

On the morning of the 28th, *Atlanta* brought on board Rear Admiral Norman Scott from *San Francisco*, and became the flagship of the newly designated TG 64.2. After fueling from *Washington*, *Atlanta*, screened by four destroyers, headed northwest by north to shell Japanese positions on Guadalcanal. Reaching the waters off Lunga Point on the morning of the 30th, *Atlanta* embarked marine liaison officers at 0550, and then steamed west, commencing her bombardment of Point Cruz at 0629 while the destroyers formed a column astern. Provoking no return fire, TG 64.2 accomplished its mission and returned to Lunga Point, where *Atlanta* disembarked the liaison officers. She then proceeded, in company with her screen, to Espiritu Santo, where she arrived on the afternoon of 31 October.

Subsequently, *Atlanta* served as Admiral Scott's flagship as the light cruiser, accompanied by four destroyers, escorted the transport *Zeilin* (AP-9) and cargo ships *Libra* (AK-53) and *Betelgeuse* (AK-28) to Guadalcanal. The cruiser and her consorts continued to screen those ships—designated TG 62.4—as they lay off Lunga Point unloading supplies and disembarking troops.

At 0905, the task group received a report that nine carrier bombers and 12 fighters were approaching from the northwest and would reach their vicinity at about 0930. At about 0920, *Atlanta* led the three auxiliaries to the north, in column, with the destroyers spaced in a circle around them. Fifteen minutes later, nine "Vals" from the carrier *Hiyo* emerged from the clouds over Henderson Field; the American ships opened fire soon thereafter, putting up a barrage that downed "several" planes. Fortunately, none of the primary targets of the attack—*Zeilin*, *Libra* and *Betelgeuse*—suffered more than minor damage from several near misses, though *Zeilin* sustained some flooding. The three auxiliaries returned to the waters off Lunga Point as soon as the attack ended and resumed working cargo and disembarking troops.

A little over an hour later, at 1050, *Atlanta* received word of another incoming Japanese air raid. Fifteen minutes later, *Atlanta* led the three auxiliaries north with the destroyers in a circle around the disposition. The "bogeys"—27 Mitsubishi G4M1 Type 1 land attack planes ("Betty") from Rabaul—closed, sighted bearing west by north, approaching from over Cape Esperance in a very loose "V" formation. Although the destroyers opened fire, the planes proved to be out of range and the ships checked fire. The "Betties", for their part, ignored the ships and continued on to bomb Henderson Field. Upon the disappearance of the planes, TG 62.4 resumed unloading off Lunga Point.

The action on 11 November, however, gave only a foretaste of that ordeal that followed. The next day, *Atlanta* was still off Lunga Point, screening the unloading, as part of TF 67 under Rear Admiral Daniel J. Callaghan in *San Francisco*. At about 1310, *Atlanta* received a warning that 25 enemy planes were headed for Guadalcanal, slated to arrive within 50 minutes. The light cruiser went to general quarters at 1318 and received the signal "prepare to repel air attack . . ."

Within six minutes, *Atlanta* and the other combatants of the

support group formed a screen around the transport group (TG 67.1), and the two groups steamed north together at 15 knots. At about 1410, the Americans sighted the incoming raid, consisting of what appeared to be 25 twin-engined bombers ("Betties") which broke up into two groups after clearing Florida Island, came in at altitudes that ranged from 25 to 50 feet. *Juneau* (CL-52) opened fire at 1412. *Atlanta* did so a minute later, training her guns at planes headed for the gap in the screen between *San Francisco* and the destroyer *Buchanan* (DD-484). *Atlanta* claimed to have shot down two "Betties" just after they dropped their torpedoes, at about 1415, only three minutes before the attack ended. Once the last Japanese plane had been splashed, the work of unloading the transports and cargo ships resumed. One "Betty," crippled by antiaircraft fire, had crashed the after superstructure of *San Francisco*, inflicting the only damage on the force.

The abrupt end of the air attack gave *Atlanta* and her colleagues only a brief respite, however, for trouble approached from yet another quarter. A Japanese surface force, comprising two battleships, one cruiser and six destroyers, was detected steaming south toward Guadalcanal to shell Henderson Field—the airstrip on the island. Admiral Callaghan's support group was to "cover [the retiring transports and cargo vessels] against enemy attack." Accordingly, TG 67.4 departed Lunga Point at about 1800 and steamed eastward through Sealark Channel, covering the withdrawal of TG 67.1. An hour before midnight, Callaghan's ships reversed course and headed westward.

Helena's radar picked up the first contact on the Japanese ships at a range of 26,000 yards. As the range closed, *Atlanta's* surface search radar, followed by her gunnery radars, picked up a contact on the enemy ships.

Admiral Callaghan's order for a course change to the left caused problems immediately, as *Atlanta* had to turn left immediately to avoid a collision with one of the four destroyers in the van—the latter having apparently executed a "ships left" rather than a "column left" movement. As *Atlanta* began moving to resume her station ahead of *San Francisco*, the Japanese destroyer *Akatsuki* illuminated the light cruiser and fired torpedoes. *Atlanta* shifted her battery to fire at the enemy destroyer, opening fire at a range of about 1,600 yards.

As two other Japanese destroyers crossed her line of fire, *Atlanta* engaged both with her forward 5-inch mounts, while her after mounts continued to blast away at the illuminating ship. An additional, unidentified, assailant also opened up on the light cruiser from the northeast. At about that time, at least one of *Akatsuki's* torpedoes plowed into *Atlanta's* forward engine room from the port side. She lost all but auxiliary diesel power, suffered the interruption of her gunfire, and had to shift steering control to the steering engine room aft. As if in retribution, *Atlanta* shot out *Akatsuki's* searchlight, and the enemy ship, battered by *San Francisco's* gunfire as well, sank with all hands.

Tragedy, though, struck shortly thereafter. Soon after her duel with *Akatsuki* ended, *Atlanta* reeled under the impact of a flurry of what was estimated as 19 8-inch hits when *San Francisco*, "in the urgency of battle, darkness, and confused intermingling of friend or foe," fired into her. Though almost all of those shells passed through the thin skin of the ship without detonating and scattered green dye throughout to mark their passage, fragments from their impact killed many men—including Admiral Scott and members of his staff. *Atlanta* prepared to return fire on her new assailant, but *San Francisco's* own gun flashes disclosed a distinctly "non-Japanese hull profile" that resulted in a suspension of those efforts.

After the 8-inch fire ceased, *Atlanta's* Capt. Jenkins took stock of the situation, and, miraculously having suffered only a minor (but painful) wound in his foot in the carnage forward, made his way aft to Battle II. Badly battered, largely powerless, down by the head and listing slightly to port, his ship had been badly hurt, and a third of his crew was dead or missing. As the battle continued in its waning stages, the light cruiser's men set to work clearing debris, jettisoning topside weight to correct the list, reducing the volume of sea water in the ship, and succoring the many wounded.

Daylight revealed the presence nearby of three burning American destroyers, the disabled *Portland*, and the crippled Japanese destroyer *Yudachi* which *Portland* summarily dispatched with three salvoes. *Atlanta*, drifting toward the enemy-held shore east of Cape Esperance, dropped her starboard anchor; her captain sent a message to *Portland* explaining the light cruiser's

desperate straits. In the meantime, boats from Guadalcanal came out to the ship and took off the more seriously wounded of her men. By midmorning, all of those had been taken off.

Bobolink (AT-131) arrived on the scene at 0930 on 13 November and took *Atlanta* under tow—an operation made more difficult by the fact that the cruiser was dragging her anchor—and headed toward Lunga Point. During the voyage, a "Betty" neared the disposition, and one of the two surviving 5-inch mounts—the one powered by a diesel generator—fired and drove it off; the other mount, on manual control, could not be trained around in time.

Atlanta reached Kukum about 1400, at which point Capt. Jenkins conferred with his remaining officers. As Jenkins, who was later awarded a Navy Cross for his heroism during the battle, later wrote, "It was by now apparent that efforts to save the ship were useless, and that the water was gaining steadily." Even had sufficient salvage facilities been available, he allowed, the severe damage the ship had suffered in battle would have rendered it doubtful whether or not the ship could have been saved. Authorized by Commander, South Pacific Forces, to act at his own discretion regarding the destruction of the ship, Capt. Jenkins ordered that *Atlanta* be abandoned and sunk with a demolition charge.

Accordingly, all remaining men except the captain and a demolition party boarded Higgins boats sent out from Guadalcanal for the purpose. After the charge had been set and exploded, the last men left the battered ship. Ultimately, at 2015 on 13 November 1942, *Atlanta* sank three miles west of Lunga Point in 30 fathoms. Her name was struck from the Navy list on 13 January 1943.

Atlanta (CL-51) was awarded five battle stars for her World War II service and the Presidential Unit Citation for her "heroic example of invincible fighting spirit" in the battle off Guadalcanal on 13 November 1942.

IV

(CL-104: dp. 14,400; l. 610'1"; b. 66'4"; dr. 24'10"; s. 31.6 k.; cpl. 1,426; a. 12 6", 12 5", 28 40mm., 10 20mm.; cl. *Cleveland*)

The fourth *Atlanta* (CL-104) was laid down on 25 January 1943 at Camden, N.J., by the New York Shipbuilding Corp.; launched on 6 February 1944; sponsored by Mrs. John R. Marsh, the author of *Gone With The Wind*, who also sponsored the cruiser *Atlanta* (CL-51); and commissioned on 3 December 1944, Capt. B. H. Colyear in command.

After commissioning, the light cruiser got underway on 5 January 1945 for shakedown training in the Chesapeake Bay and the Caribbean. Upon the completion of those exercises, *Atlanta* arrived at Norfolk on 14 February and then moved up the coast to Philadelphia. After a period in the navy yard there, she sailed on 27 March for the Pacific. She stopped at Guantanamo Bay, Cuba, and transited the Panama Canal before reaching Pearl Harbor on 18 April. From 19 April to 1 May, the ship conducted training exercises in Hawaiian waters. She then sailed to Ulithi and reported to Task Force (TF) 58 on 12 May.

From 22 to 27 May, *Atlanta* served with the Fast Carrier Task Force operating south of Japan near Okinawa while its aircraft struck targets in the Ryukyus and on Kyushu to support forces fighting for Okinawa. Her task group broke up on 13 June, and *Atlanta* entered San Pedro Bay, Philippines, on 14 June. Following two weeks of upkeep, she sailed on 1 July with Task Group (TG) 38.1 and once again protected the fast carriers launching strikes against targets in the Japanese home islands. During these operations, the cruiser took part in several shore bombardment missions against Honshu and Hokkaido.

Atlanta was operating off the coast of Honshu when the Japanese surrendered on 15 August 1945. On 16 September, she entered Tokyo Bay and remained there through 29 September.

With over 500 passengers on board, the cruiser sailed on 30 September for the United States. She paused en route at Guam before arriving in Seattle, Wash., on 24 October. The vessel then proceeded to the shipyard at Terminal Island, Calif., for an extensive overhaul. She was ready to return to sea on 3 January 1946 and got underway for Sasebo, Japan.

From January through June, *Atlanta* operated among several Far Eastern ports which included Manila, Philippines; Tsingtao and Shanghai, China; Okinawa; Saipan; Nagasaki, Kagoshima, and Yokosuka, Japan. In June, she returned via Guam to the

United States and arrived at San Pedro, Calif., on the 27th. Two days later, the cruiser entered the San Francisco Naval Shipyard for overhaul. On 8 October, she headed toward San Diego for sea trials.

The cruiser remained in southern California waters until 23 February 1947, when she left for maneuvers off Hawaii. On 1 May, she departed Pearl Harbor with TF 38 for a visit to Australia. The ships stayed in Sydney through 27 May, then sailed for San Pedro, Calif., via the Coral Sea, Guadalcanal, Tulagi, and Guam. She dropped anchor at San Pedro on 28 July. A series of maneuvers off the California coast ensued, the *Atlanta* returned to Pearl Harbor on 28 September. She continued on to Yokosuka, Japan. After two days at anchor there, she sailed to Tsingtao, China. Other ports of call during the deployment were Hong Kong; Singapore; and Keelung, China. On 27 April 1948, the cruiser got underway and proceeded via Kwajalein and Pearl Harbor to San Diego.

Following her arrival back in the United States on 19 May, *Atlanta* conducted exercises off San Diego. She paid a visit to Juneau, Alaska, from 29 June to 6 July. She then arrived at Seattle on 12 July to begin a major overhaul. The cruiser returned to San Diego for local maneuvers on 20 November.

In early February 1949, the ship embarked naval reservists for a training cruise and operated between San Diego and San Francisco until 1 March when she entered the Mare Island Naval Shipyard to commence deactivation. *Atlanta* was decommissioned on 1 July 1949 and placed in the Pacific Reserve Fleet. Her name was struck from the Navy list on 1 October 1962, and she was earmarked for disposal.

Atlanta's career, however, had not yet ended. Instead, she underwent an extensive modification at the San Francisco Naval Shipyard. Reinstated on the Navy list as IX-304 on 15 May 1964, the vessel was converted to a target ship for studies of the effects of high energy air explosions on naval ships. The changes included cutting her hull down to the main deck level and erecting various experimental superstructures—designed for guided missile frigates and guided missile destroyers—on her deck. In these configurations she was subjected to explosions to determine whether or not the experimental structures could satisfactorily combine essential lightness with equally essential strength and blast resistance. These three tests were conducted off the coast of Kahoolawe, Hawaii, in early 1965. *Atlanta* was damaged, but not sunk, by the experiments. She was laid up at Stockton, Calif., sometime late in 1965. Her name was again struck from the Navy list on 1 April 1970, and the former light cruiser was sunk during an explosive test off San Clemente Island, Calif., on 1 October 1970.

Atlanta (CL-104) earned two battle stars for her World War II service.

V

(SSN-712: dp. 5,723 (surf.), 6,927 (subm.); l. 360'; b. 33'; dr. 32.3'; s. 20+ k.; cpl. 127; a. 4 21" tt., SUBROC, Harpoon, Tomahawk; cl. *Los Angeles*)

The fifth *Atlanta* (SSN-712) was laid down on 17 August 1978 at Newport News, Va., by the Newport News Shipbuilding & Drydock Co.; launched on 16 August 1980; sponsored by Mrs. Sam Nunn; and commissioned on 6 March 1982, Comdr. Robin J. White in command.

The nuclear-powered attack submarine carried out shakedown training along the New England coast after commissioning. On 15 May 1982, she reentered the yard at the Newport News Shipbuilding & Drydock Co. for five months of post-shakedown repairs. Late in October, *Atlanta* began operations out of her home port, Norfolk, Va. That duty carried her through the rest of 1982 and almost all of the first six months of 1983. On 20 June 1983, the warship embarked upon her first overseas deployment. During that five-month tour of duty, she called at ports in Scotland, England, and Norway before returning to Norfolk on 23 November. In January of 1984, *Atlanta* cruised to the West Indies as a school ship for prospective commanding officers and then returned to normal operations out of Norfolk during the spring and summer. In September, the warship took part in a fleet readiness exercise "READEX 2-84" and then resumed duty out of Norfolk.

The beginning of 1985 found *Atlanta* in port at the Naval Base, Norfolk, completing a restricted availability. In February,



Atlanta (IX-304), off the San Francisco Naval Shipyard, configured for Operation "Sailor Hat," presented an interesting silhouette to those familiar with her original rig as a *Cleveland*-class light cruiser. Converted to a target ship, *Atlanta* was fitted with two different types of destroyer deckhouses and three mast arrays; representative destroyer communications, fire control, and weapons delivery systems were installed, while an experimental reinforced fibreglass deckhouse was constructed for comparison under air blast forces with aluminum deckhouses then in use on destroyers. (NH 96655)



Atlanta (SSN-712) underway, 30 January 1982, in this photograph taken by Lloyd S. Everton. (DN-ST-82-11092)

she practised torpedo firing in the Bahamas and took part in mine warfare drills near Port Everglades, Fla. March brought a weapons technical proficiency inspection, and in April, the nuclear submarine participated in the fleet exercise "COMPTUEX 2-85." Late that summer, she got underway for two months of operations at sea. The warship returned to her home port that fall and resumed duty in the local operating area.

Atlanta spent the first month of 1986 getting ready for an overseas deployment. She embarked upon that assignment in February and returned to Norfolk later that spring. Following an availability at the Norfolk Naval Shipyard, *Atlanta* operated in the West Indies for a time early that summer. In August and September, the nuclear submarine took part in an eight-week NATO exercise that brought with it visits to a Canadian and a Norwegian port. She returned to Norfolk in October and resumed local operations along the eastern seaboard for the remainder of the year. As of the beginning of 1987, *Atlanta* was at Norfolk preparing for overseas movement.

Atlantic

The ocean that separates North and South America from Europe and Africa.

I

(MB: l. 58'; b. 12'6"; dr. 3½' (aft); s. 10 k.; cpl. 6; a. 1 3-pdr.)

The first *Atlantic* (SP-1182)—a motorboat constructed in 1903 at Morehead City, N.C., by the John F. Bell Co.—was acquired by the Navy on 20 August 1917 from the state of North Carolina. Though she apparently was placed in commission at some point in time, no actual date of this event has been found. After serving through World War I as a unit of the 5th Naval District section patrol, *Atlantic* was placed out of commission on 10 January 1919 and was returned to her owner on that same day.

II

(ScStr: t. 188; l. 115'0"; b. 26'0"; dr. 7'1½" (mean); s. 10.5 k.; cpl. 6; a. none)

Ruth—a wooden-hulled ferry built in 1894 at Rockland, Maine—served initially at Southwest Harbor, Maine (1895 to 1900), and then at Mount Desert Ferry (1900 to 1907) and Castine (1908 to 1909), before she was renamed *Atlantic* around 1909 or 1910. Her area of operations then shifted to New York City. Ultimately, the ferry came under the ownership of the Washington (D.C.) Steel and Ordnance Co., Giesborough Point. Inspected by the Navy (possibly at Washington, D.C.) on 27 August 1918, *Atlantic* was acquired by the Federal Government and delivered to the Navy on 13 September 1918 at the Washington Navy Yard.

Placed in service soon thereafter, to be transferred to the 6th Naval District, *Atlantic*—assigned the identification number (Id. No.) 3268 and under the command of Boatswain E. J. Cross—departed the Washington Navy Yard on 25 September 1918, bound for Parris Island, S.C. Arriving at her destination soon thereafter, *Atlantic* then spent the next few months operating as a district craft, attached to the marine barracks at Parris Island, the major recruit training depot on the eastern seaboard for the Marine Corps which was then growing rapidly to accommodate the increased number of men being processed for service. She operated between Parris Island, Beaufort, S.C.; Savannah, Ga.; and the Port Royal Naval Station, Charleston, S.C.

Records indicate that later, after she had been initially Navy-manned, her complement consisted of a civilian master and engineer, and a crew of marines. In any event, *Atlantic* sank at her moorings on 25 November 1920 and, though refloated four days later, was apparently judged to be of no more use to the service. Accordingly, she was sold to Harry Hitner and Sons Co., of Philadelphia on 12 September 1921.

Atlantic—a single-screw, steel-hulled tug built in 1904 by Neafie and Levy and owned in 1917 by the Atlantic Refining Co., of Philadelphia—was considered by the Navy for use as a minesweeper and given the designation SP-859. Records indicate

that the Navy appraised the tug and directed that she be delivered to the Commandant of the 4th Naval District at her "present location" which may have been Philadelphia, as of 2 March 1918. However, it appears that *Atlantic* never saw commissioned service in the Navy. Although listed in the 1 November 1918 *Ship's Data, U.S. Naval Vessels* which describes her as a "section mine sweeper", *Atlantic* (SP-859) does not show up on lists of naval vessels in commission at that time. The 1 October 1919 *Ship's Data* states that, in fact, *Atlantic* was never commissioned.

Atlantic II

(Auxiliary Schooner: t. 303 (gross); l. 185; b. 29'6"; dr. 18' (aft); s. 10 k.; cpl. 66; a. 3 3", 2 mg.)

Atlantic II (SP-651)—a steel-hulled auxiliary schooner built in 1903 in New York by Townsend & Downing—was purchased by the Navy on 22 May 1917 from Mr. James Cox Bradley of Gladstone, N.J.; delivered to the Navy at the New York Navy Yard on 10 June 1917; and commissioned there on 28 July 1917, Lt. Charles S. Keller, in command.

Following extensive overhaul and conversion work at the Robin Dry Dock & Shipbuilding Co., Brooklyn, N.Y., she put to sea on 2 September bound for Hampton Roads, Va. She cruised the waters of Chesapeake Bay for several days after her 8 September arrival in Hampton Roads. On 18 September, the schooner began a month-long repair period at the Norfolk Navy Yard. On 26 October, she arrived at Base 2 at Yorktown, Va., where she assumed duty as the guard ship at the antisubmarine net. With the arrival of a number of subchasers on 5 November, *Atlantic II* took on additional responsibility as mother ship for a division of them. Those two assignments occupied her throughout her Navy career. On 11 June 1919, she was placed out of commission at Norfolk. Resold to her former owner on 24 July 1919, she was delivered to him on 1 August 1919.

Atlantic Salvor

Atlantic Salvor (BARS-3)—a salvage ship originally slated for transfer to the United Kingdom under lend lease—was laid down on 2 March 1942 at Napa, Calif., by the Basalt Rock Co. However, prior to launching, she was reallocated to the United States Navy and redesignated ARS-33. The ship was renamed *Clamp* (q.v.) on 23 September 1942.

Atlantida

(IX-108: dp. 3,380; l. 365'; b. 50'; dr. 20')

Atlantida (IX-108) was built at Belfast, Ireland, in 1924 by Workman Clark & Co.; owned and operated by the Standard Fruit & Steamship Co.; obtained by the Maritime Commission on 22 May 1942; acquired by the Navy at Norfolk, Va., on 13 September 1943, and simultaneously commissioned, Lt. Comdr. Thomas N. Saul in command.

Atlantida arrived at Yorktown, Va., on 15 September. For the next three months, she operated there as a training ship for the Naval Mine Warfare School. In mid-December, the ship entered the Todd Shipbuilding Corp. yards at Hoboken, N.J., for overhaul.

On 6 April 1944, *Atlantida* returned to Yorktown to resume her training duties. One month later, she traveled to Norfolk, where she was decommissioned on 16 May 1944 and turned over to the Maritime Commission for disposal. Her name was struck from the Navy list on 9 June. *Atlantida* was returned to the Standard Fruit and Steamship Co. on 11 March 1946, and remained in merchant service until scrapped in 1960.

Atlantis

The mythical "lost continent" supposedly engulfed by the Atlantic Ocean.

(MB: t. 31; l. 60'9"; b. 12'6"; dr. 4'6" (max.); s. 9 k.; cpl. 9; a. 1 1-pdr.)

Atlantis—a wooden-hulled motorboat built in 1911 at Greenport, Long Island, N. Y., by the Greenport Basin and Construction Co.—was acquired by the Navy from Leonard H. Dyer of New York City, on 2 July 1917. Slated for service as a section patrol boat, the boat was designated SP-40 and was commissioned on 27 September 1917, Chief Boatswain Edward Cunningham, USNRF, in command.

Atlantis patrolled the waters of the 3d Naval District, based chiefly at the Black Rock Yacht Club, Bridgeport, Conn., the headquarters of the 2d Section, 3d District, into the spring of 1918. Departing that district on 31 May 1918, she traveled up the Hudson to Troy, where she entered the Erie Canal on 2 June. Ports of call on her voyage to the Great Lakes included Utica, Baldswinville, Rochester, and Buffalo, N. Y. After entering Lake Erie she visited: Erie, Pa.; Cleveland, Ohio; and Detroit and Port Huron, Mich., before she finally reached Sault Sainte Marie on 8 July.

Atlantis conducted patrols in the waters of the Detroit section of the 9th Naval District into the summer and fall, spending much of her time patrolling the "detour passage" off Pipe Island, warning steamers to stay clear of dangerous waters in the vicinity. She commenced her voyage to return to the 3d Naval District on 12 November 1918, the day after the armistice was signed ending the fighting of World War I. She arrived at New York City on 28 November.

For the remainder of her naval career, *Atlantis* operated locally in the waters of the 3d Naval District, chiefly at New York City. *Atlantis* was decommissioned on 7 May 1919, and her name was struck from the Navy list on 7 July. She was sold to Shirley G. Ellis of Larchmont, N. Y., on 30 October 1919.

Atlas

The son of the titan Iapetus and Clymené and the brother of Prometheus. Atlas, whose name means bearer or endurer, was charged by Zeus with tending the pillars that separate heaven and earth.

I

Nahant (q.v.), a *Passaic*-class monitor, was renamed *Atlas* on 15 June 1869, but resumed her original name on 10 August of that year.

(Sch: t. 209; l. 104.9'; b. 26.6'; dph. 10.4')

Atlas—a schooner built with an auxiliary engine and completed in 1911 at San Francisco, Calif., by Stone & Van Bergen—was seized by United States Customs officials at San Francisco from her German owners, the *Jaluit Gesellschaft* soon after the United States declared war on the German Empire. Despite being sold by United States officials to Williams, Diamond & Co., she was transferred to the Navy on 16 May pursuant to Executive Order 2621 of that same day. The Navy retained possession of the schooner and assigned her the designation SP-2171 while her new owner negotiated for her return. Although she was never commissioned in the Navy, she was carried on the Navy list during the period of negotiation. After agreeing to recognize the American company's title to the ship, the Navy returned the ship to Williams, Diamond & Co. on 16 February 1918, and her name was simultaneously struck from the Navy list.

II

(ARL-7: dp. 3,960 (tl.); l. 328'0"; b. 50'0"; dr. 11'2" (lim.); s. 11.6 k. (tl.); cpl. 250; a. 1 3", 8 40mm.; cl. *Achelous*)

The second *Atlas* (ARL-7) was laid down as *LST-231* on 3 June 1943 at Seneca, Ill., by the Chicago Bridge & Iron Co.; launched on 19 October 1943; sponsored by Mrs. Nettie Singer; named *Atlas* and redesignated a landing craft repair ship ARL-7 on 3 November 1943; and commissioned on 15 November 1943 for the voyage to the conversion yard. She arrived in Baltimore, Md., on 14 December 1943; entered the Bethlehem Steel Key High-

way Shipyard; and was placed out of commission for her conversion to a landing craft repair ship. Her modifications completed early in February 1944, *Atlas* was recommissioned at Baltimore on 8 February 1944, Lt. Buell A. Nesbitt, USNR, in command.

After shakedown training along the Atlantic coast, *Atlas* departed Boston, Mass., at the end of the second week in March and steamed via Halifax, Nova Scotia, to the British Isles. She arrived in Milford Haven, Wales, on 29 March and remained there for two days before moving to Falmouth, England, where she arrived on 1 April. She remained at Falmouth until the end of May when she proceeded to Plymouth to prepare for the invasion of Europe. Though not present for the actual assault, *Atlas* arrived on the scene on 8 June, two days after D day, and immediately began repairing damaged landing craft. Her crew worked about 14 hours a day returning their charges to active service while frequently fighting to fend off enemy air attacks. She served at various locations on both sides of the English Channel almost until the end of hostilities in Europe. On 16 April 1945, the ship departed Plymouth to return to the United States. She entered Norfolk on 5 May to begin seven weeks of repairs in preparation for duty in the Pacific.

Underway again on 22 June, the vessel transited the Panama Canal between 8 and 10 July and arrived in San Diego, Calif., on the 25th. She remained there until 15 August, the day after Japan capitulated, before departing that port and heading for the Central Pacific. After stops at Pearl Harbor and Eniwetok, *Atlas* arrived at Guam in the Mariana Islands late in September and performed her repair duties there until late November. On the 27th, she shaped a course back toward Eniwetok and entered the lagoon at that atoll on 4 December 1945 for a five-month tour of repair work. At the end of April 1946, she stood out of the Eniwetok anchorage to begin the voyage back to the United States. She made a stop at Pearl Harbor en route before arriving in Astoria, Oreg., on 24 May. There, she joined the Pacific Reserve Fleet though she was not officially decommissioned until 13 September 1946.

Atlas remained inactive until midway through 1951 when the Fleet was expanding to meet the demand for warships caused by fighting in Korea. She was recommissioned at Astoria on 1 June 1951, Lt. Cmdr. Jaroslav Kohl in command, and operated along the west coast until early November. On the 12th, the landing craft repair ship got underway for the Far East and made a stop at Pearl Harbor from 24 November to 1 December before continuing on to Japan. She arrived at Yokosuka on 21 December and, for the next nine months, repaired amphibious warfare ships and craft damaged in the Korean conflict. She operated primarily at Yokosuka and Sasebo but also saw service at Okinawa. On 25 September 1952, she left Yokosuka and shaped a course back to the United States. The ship stopped off at Pearl Harbor before continuing on to San Diego where she arrived on 24 October.

Atlas operated along the California coast until March of 1954. She stood out of San Diego on the 16th of that month for another tour of duty in the Far East, reentered Yokosuka on 15 April, and resumed repair work on American amphibious warfare ships and craft operating in the Orient. On 15 August, the vessel departed Yokosuka on her way to Indochina where the Viet Minh had recently won independence from France. With the certainty that a communist regime was to be established in the north, the United States rushed in to assist those who wished to leave that section of the land before the red regime took complete control. *Atlas* arrived in Haiphong on 28 August and began taking on refugees. She got underway again on 24 September and set a course for Tourane in the south. The ship completed her part in Operation "Passage to Freedom" at Tourane between 25 and 27 September before shaping a course back toward Japan. She arrived in Yokosuka on 7 October but remained there only three days before beginning her homeward voyage. Following the customary port call at Pearl Harbor, she continued on to the California coast and reached San Diego on 7 November.

Operations in and out of her home port filled her time until 16 March 1955. On that day, *Atlas* pointed her bow westward from San Diego for the final deployment of her career. After a stop at Pearl Harbor, the landing craft repair ship entered Yokosuka on 17 April. In addition to her repair work there, she put to sea for two special operations of unspecified nature in the Okinawa area. She also made liberty calls at Beppu and Kobe in Japan as well as at Hong Kong. On 21 September, *Atlas* weighed anchor at Yokosuka and shaped a course via Pearl Harbor for home and arrived at San Diego on 19 October. On 7 November, the ship

headed north, reached Astoria on 14 November, and began preparations for inactivation. She was decommissioned on 13 April 1956 and was berthed with the Astoria Group, Pacific Reserve Fleet. She remained in reserve until her name was struck from the Navy list on 1 June 1972. On 18 September 1973, she was sold to the Marine Power & Equipment Co., Seattle, Wash.

Atlas (ARL-7) earned one battle star during World War II.

Attacker

(AVG-7: dp. 9,800; l. 492'; b. 69'6"; dr. 23'; s. 17 k.; cpl. 960; a. 2 5"; 20 40mm.; cl. *Bogue*)

Barnes (AVG-7) was laid down under a Maritime Commission contract (MC hull 171) on 7 April 1941 at San Francisco, Calif., by the Western Pipe and Steel Co. for delivery to the United States Navy; launched on 27 September 1941; sponsored by Mrs. William A. Ross; entered the Mare Island Navy Yard on 10 October 1941 for conversion; reassigned to the United Kingdom on 1 March 1942; redesignated BACV-7 on 20 August 1942; delivered to the United Kingdom under terms of the lend-lease agreement on 30 August 1942; and placed in commission in the Royal Navy on 7 October 1942.

The ship served the Royal Navy as HMS *Attacker* throughout World War II. Her British service included duty in the North Atlantic, the Mediterranean, and the Indian Ocean. While still in British hands, she was redesignated BCVE-7 by the United States Navy on 15 July 1943. The vessel was decommissioned by the Royal Navy on 29 December 1945 at Norfolk, Va., and returned to the custody of the United States. Her name was struck from the Navy list on 26 February 1946, and she was sold on 11 September 1946 to William B. St. John, New York City, N.Y. The ship was resold on 28 October 1946 to an Italian shipping firm for merchant service.

Attala

A county in Mississippi.

(APA-130: dp. 12,450; l. 455'; b. 62'; dr. 24'; s. 17.7 k.; cpl. 536; trp. 1,561; a. 1 5", 12 40mm., 10 20mm.; cl. *Haskell*; T. VC2-S-AP5)

Attala (APA-130) was laid down under a Maritime Commission contract (MCV hull 46) on 18 July 1944 at Wilmington, Calif., by the California Shipbuilding Co.; launched on 27 September 1944; sponsored by Mrs. Paul Piggot; and simultaneously acquired by the Navy and commissioned on 30 November 1944, Comdr. William S. G. Davis in command.

After shakedown training along the west coast, the attack transport departed Seattle, Wash., on 31 January 1945. She paused at Pearl Harbor to embark troops and equipment and then got underway on 9 February, bound for Eniwetok. *Attala* pushed on to Iwo Jima, where she arrived on 13 March. The ship spent several days there disembarking troops and unloading equipment. On the 18th, *Attala* moored at Saipan to take on wounded marines for passage back to the United States. She stopped briefly at Pearl Harbor to disembark passengers and then continued on to San Francisco.

On 18 April, *Attala* returned to Pearl Harbor. She then began a week of intensive amphibious training off Maui. *Attala* embarked replacement personnel, loaded cargo, and got underway on 14 May. She made stops at Saipan and Ulithi before anchoring in Leyte Gulf on 5 June. On that day, she assumed duty as a receiving ship.

Attala left the Philippines on 17 June and made stops at Eniwetok and Pearl Harbor before arriving in San Francisco on 8 July. From 12 until 20 July, *Attala* was in drydock at a shipyard in Everett, Wash. The ship departed the west coast on 24 July and, on 5 August, reached Eniwetok, where she joined a convoy bound for Okinawa.

On 21 August, *Attala* dropped anchor off Hagushi beach, Okinawa. Early in September, she took on board troops and equipment slated for occupation duty in Korea. On the 7th, she arrived at Jinsen, Korea, and—after debarking her charges—returned to Okinawa.

Attala took on board marines for transportation to Tsingtao,

China. She began debarking them there on 21 November. *Attala* left Chinese waters on the 23d and began the long journey to the United States. Making only one stop en route at Manila, Philippines, *Attala* arrived in Los Angeles, Calif., on 18 December.

After voyage repairs and a period of liberty for the crew, *Attala* resumed operations. On 14 January 1946, she got underway for San Diego. The transport transited the Panama Canal on the 23d and then continued on to Norfolk, Va. She anchored off Hampton Roads on 1 February and began the deactivation process at the Norfolk Naval Shipyard, Portsmouth, Va. On 26 February, *Attala* was decommissioned. She was transferred to the War Shipping Administration for disposal. Her name was struck from the Navy list on 20 March 1946.

Attala earned one battle star for her World War II service.

Attica

A city in western Indiana situated on the banks of the Wabash River and a village in western New York about 30 miles east of Buffalo.

(PCS-1383: dp. 338 (f.) (lim.); l. 136'0"; b. 24'6"; dr. 8'7"; s. 14.1 k. (tl.); cpl. 57; a. 1 40mm.; cl. *PCS-1376*)

PCS-1383 was laid down on 27 March 1943 at Whitestone, Long Island, N.Y., by the Wheeler Shipbuilding Corp.; launched on 23 June 1944; and commissioned at the New York Navy Yard on 7 August 1944, Lt. Edward M. Castle, USNR, in command.

The subchaser remained in the Long Island Sound area until late August when she headed south. She arrived in Key West, Fla., on 26 August; completed shakedown training; and then began duty as a school ship for the Sonar School at Key West. That assignment occupied her for the next 13 months. *PCS-1383* concluded her work with the Sonar School on 28 September 1945 and sailed north to Norfolk, Va. Arriving there on 2 October, she reported for duty with the Service Force, Atlantic Fleet. Later, she became a naval reserve training ship in the 5th Naval District. *PCS-1383* was decommissioned on 28 February 1947 but was placed in service on 31 July 1947.

She remained in that status until 28 February 1950 when she was placed out of service and berthed with the Norfolk Group, Atlantic Reserve Fleet. In May 1950, she was moved south to Green Cove Springs, Fla., where she joined the Florida Group, Atlantic Reserve Fleet. She remained inactive for the remainder of her naval career, a little more than six years. On 15 February 1956, *PCS-1383* was named *Attica*. That summer, however, *Attica* was found to be surplus to the needs of the Navy. Her name was struck from the Navy list on 19 July 1956. Details of her disposal have not been found.

Attu

The westernmost island in the Aleutians, located between the Bering Sea and the north Pacific Ocean. During World War II, Attu was invaded by Japanese forces in June 1942 and was recaptured by the Americans in May 1943.

(CVE-102: dp. 10,400; l. 512'; b. 65'2"; dr. 20'; s. 19.3 k.; cpl. 860; a. 1 5", 16 40mm., 20 20mm.; cl. *Casablanca*; T. S4-S2-BB3)

Attu (CVE-102) was laid down on 16 March 1944 at Vancouver, Wash., by the Kaiser Shipbuilding Co. under a Maritime Commission contract (MC hull 1139); launched on 27 May 1944; sponsored by Mrs. George W. Steele; and commissioned on 30 June 1944, Capt. H. F. MacComsey in command.

Following shakedown along the west coast, *Attu* got underway from San Diego on 7 August with numerous aircraft and personnel for transportation to Pearl Harbor. After a two-day stop in Hawaii, *Attu* continued on to Guadalcanal and Espiritu Santo to deliver replacement aircraft and personnel. The escort carrier then got underway on 31 August to return to the United States.

She reached San Diego on 13 September and, shortly thereafter, began post-shakedown availability at Terminal Island, Calif. This work was completed on 28 September; and *Attu* sailed for Alameda, Calif. to load fuel, provisions, and aircraft.



Attu (CVE-102) after weathering a typhoon, 5 June 1945; note several upended "Avenger" torpedo planes on her flight deck. (NH 96050, Capt. Hays R. Browning Collection)

The escort carrier departed the west coast on 1 October and reached Finschhafen, New Guinea, on the 18th. She later made a stop in Seeadler Harbor at Manus Island before reversing her course and heading back, via Pearl Harbor, to Alameda. Following a two-week availability period, *Attu* sailed for Pearl Harbor on 23 November. She shuttled supplies and troops between Guam and Pearl Harbor before returning to San Diego on 4 January 1945.

The next day, *Attu* began an availability and was ready to sail once again on the 20th. The ship reached Pearl Harbor on the 27th and began gunnery exercises and flight operations off Oahu. On 1 February, the vessel sailed for Eniwetok. After pausing there briefly on the 10th, she moved on to Ulithi. The ship departed the atoll on 16 February to rendezvous with ships of Task Force 50. *Attu* was assigned the role of supplying replacement aircraft and pilots to the fast carrier task forces operating in the forward area. After discharging her cargo to the carriers, *Attu* sailed to Guam for replenishment. The escort carrier continued her logistics support role for the carrier forces through early July.

At that time, *Attu* returned to San Diego for repairs. On 24 July, the ship sailed back to the Pacific theater of operations. *Attu* was steaming in a fueling area south of the Japanese home islands when word of Japan's capitulation arrived.

The carrier sailed back to the west coast on 11 November and, on the 25th, began her participation in Operation "Magic Carpet." In this capacity, *Attu* made voyages to numerous points in the Pacific to shuttle troops back to the United States.

In May 1946, *Attu* was slated for disposal. The escort carrier sailed to Norfolk, Va., via the Panama Canal and Jacksonville, Fla. *Attu* was decommissioned at Norfolk on 8 June 1946, and her name was struck from the Navy list on 3 July 1946.

Attu earned two battle stars for her World War II service.

Atule

A bluish-olive colored fish growing to two feet in length, found in Atlantic waters from Cape Cod to Brazil, and in Pacific waters from Oregon to Japan and into the South Pacific.

(SS-403: dp. 1,525 (surf.), 2,415 (subm.); l. 311'8"; b. 27'3"; dr. 15'3"; s. 20.25 k. (surf.), 8.75 k. (subm.); cpl. 80; a. 10 21" tt., 1 5", 1 40mm.; cl. *Balao*)

Atule (SS-403) was laid down on 25 November 1943 by the Portsmouth (N.H.) Navy Yard; launched on 6 March 1944; sponsored by Miss Elizabeth Louise Kauffman, the daughter of Rear Admiral James Lawrence Kauffman; and commissioned on 21 June 1944, Comdr. John Howard Maurer in command.

Following a month of shakedown training along the east coast, the submarine departed New London, Conn., and headed south

to join the action in the Pacific. During a 15-day stopover at the Fleet Sound School in Key West, Fla., she sharpened her diving skills and fighting techniques. After transiting the Panama Canal, *Atule* steamed to Pearl Harbor with *Jallao* (SS-368), training intensively en route to reach a peak of combat readiness. Upon her arrival at Pearl Harbor, *Atule* underwent voyage repairs and torpedo training into October.

On the 9th of that month, *Atule* departed Pearl Harbor on her first war patrol in company with *Pintado* (SS-387) and *Jallao*. Under the command of Comdr. B. A. Clarey in *Pintado*, the three boats formed a "wolf pack" (known as Clarey's Crushers), a coordinated attack group whose mission was to destroy or otherwise impede enemy shipping. *Atule* trained with *Jallao* and *Pintado* as they traveled westward. On 11 October, *Atule* picked up two radar contacts, tracked them, and maneuvered around them before identifying the contacts as *Plaice* (SS-390) and *Thresher* (SS-200). The pack arrived at Tanapag Harbor, Saipan, on 21 October, refueled, made minor repairs, and departed early the next day. On 25 October, the wolf pack made its first score when *Jallao* hit light cruiser *Tama* and sent her to the bottom. That Japanese warship already had been damaged in the Battle off Cape Engano and was part of the broken Japanese carrier-centered fleet retiring to the north. The wolf pack then spent two more days vainly searching for enemy vessels crippled during the Battle of Leyte Gulf. The boats then set course for their patrol sectors in Luzon Strait and the South China Sea.

Over the next few days, *Atule* made but lost several ship contacts. Shortly after midnight on 1 November, she established surface radar contact on a fast-moving escorted transport and moved in for the kill. Despite rain squalls and heavy seas, *Atule* was able to close the transport and fire six torpedoes. The first hit caused a terrific explosion which threw flaming material high in the air. When one of the transport's escorts began to close the submarine, she began a crash dive but still managed to hear a second explosion as she submerged. Nine depth charges exploded in the vicinity, but none was close enough to damage *Atule*. The crew in the submarine heard loud breaking up noises and, upon surfacing, found a large oil slick and much debris. *Atule* was later credited with sinking *Asama Maru*, a 16,975-ton Japanese transport.

Atule continued her patrol, covering the Hong Kong-Manila traffic lane in the South China Sea and occasionally breaking off to investigate a contact report or to take special scouting dispositions by order of the pack commander. On 3 November, *Jallao* reported a five-ship force heading south, and the wolf pack moved to intercept. The contacts were moving at 20 knots, and *Atule* was never able to come within range for attack. However, *Pintado* had better luck. That submarine's target was a large escorted oiler; but, before her torpedoes could strike the oiler, the destroyer *Akikaze* crossed their path and disintegrated in a tremendous explosion which was seen and heard on board *Atule*.



Atule (SS-403) lying off the northwest coast of Greenland during Operation "Nanook," 21 July 1946. (80-G-636420)

The smoke screen provided by the ensuing fires protected the target, and *Pintado* was forced to withdraw.

During the next 10 days, the wolf pack occasionally sighted ships or aircraft, but was unable to attack. On 13 November, *Jallao* reported an enemy ship. *Pintado* and *Atule* altered course to intercept the contact; and, at 0850, *Atule* sighted what appeared to be the foretop of a battleship. At 1000, the enemy contact was established as a carrier, a heavy cruiser, and one destroyer. *Atule* maneuvered to approach the force as closely as possible, hoping that the enemy ships would initiate a "zig-zag" course which would bring them within range of her torpedoes. The Japanese force indeed did begin to "zig-zag"; but, instead of making them vulnerable, the maneuver took the force out of range. At 1115, contact was lost.

Later that day and throughout the next, the submarine played a game of hide and seek with Japanese planes equipped with radar and magnetic detection devices. During this hunt, the Japanese covered all of the wolf pack's radio frequencies and intruded in Japanese as well as English, asking the Americans to "come in, please" in their best imitations of American aviators. *Atule* was forced to dive, zig-zag, and run to evade these planes which dropped 14 depth charges. None came close to *Atule*; but another submarine in the area, *Halibut* (SS-232), was severely damaged. After a circuitous route to avoid Japanese planes, *Atule* began patrolling her assigned scouting station west of Formosa.

There, until after midnight on 20 November, she made only aircraft contacts. The submarine then sighted a slow moving surface vessel and moved in to attack. The night was dark; and the sky, clear. The enemy, identified later as *Minesweeper No. 38*, was protected by a squall during the early phase of *Atule*'s approach, but was perfectly silhouetted against a clear horizon when the submarine fired four torpedoes. The third torpedo hit at the forward stack with a terrific explosion. The target was down by the bow; and, less than three minutes after the hit, its stern reared up as the ship slid under, depth charges exploding as she went down.

On 24 November, *Atule* sighted by periscope one transport with three escorts heading northeast toward Sabtang Island. The submarine surfaced at dark and set course to intercept the transport shortly after midnight. As she set her sights on the target, one of the escorts also moved into view. *Atule* fired six bow tubes and two stern tubes at the overlapping targets, scoring two hits on each. The escort, later identified as *Patrol Boat No. 38*, disintegrated; and the transport, a 266-ton cargo ship named *Santos Maru*, went dead in the water. *Atule* moved out of range of the other two escorts which were wildly searching the area. The transport disappeared from view and from radar, and the submarine returned to patrol.

On 27 November, a radar contact and subsequent visual sighting of a ship at anchor between Dequey and Ibhos Islands gave *Atule* another chance for action. Approaching from the north of Dequey Island, *Atule* closed the transport to 2,000 yards and fired four torpedoes. The four hits spread the length of the ship;

and, in the ensuing fire, the port side was seen to be blown almost completely away. The ship was racked by violent oil and ammunition explosions, and the flames were visible 15 miles away. One hour and eight minutes after the first hit, the ship blew apart. However, *Atule* was never officially credited with this sinking, because a postwar study of Japanese records did not substantiate the loss.

On 28 November, the submarine left her patrol station and headed for Majuro Atoll for refit alongside *Bushnell* (AS-15). Arriving 11 December, *Atule* ended a highly productive first patrol in which she accounted for almost 27,000 tons of enemy shipping destroyed.

Atule spent December in upkeep and training, including a six-day coordinated convoy exercise with *Spadefish* (SS-411), *Pompon* (SS-267), and *Jallao*. On 6 January 1945, she departed Majuro in company with these same ships, Comdr. G. W. Underwood in *Spadefish* as group commander. En route to Saipan, "Underwood's Urchins" conducted training dives, emergency drills, and radar tracking exercises.

After a brief stop in Tanapag Harbor alongside *Fulton* (AS-11), *Atule* headed for her patrol area in the Yellow Sea. Since *Pompon* and *Jallao* were delayed, she sailed in company with *Spadefish*, *Bang* (SS-385), and *Devilfish* (SS-292). Prior to her arrival in the patrol area, *Atule* took part in a fruitless search for downed aviators. Reports of sightings of the survivors were not in agreement, and the approximate location could not be determined. The search was abandoned on 17 January. *Pompon* joined the pack on 20 January; and, the next day, they entered the Yellow Sea. While on patrol, *Atule* sighted many sampans and fishing boats, but could not strike a blow at the Japanese fleet until 24 January. On that afternoon, she commenced tracking a merchant ship. At periscope depth, the target was lost in a snow squall, so *Atule* came to radar depth to regain contact, closed for a stern shot, and fired four torpedoes. Two hit their marks—one abreast the stack, the second near the aftermast. The ship, a new 6,888-ton freighter, settled rapidly by the stern. The crew hastily abandoned the ship in time to see the stern break off and disappear. The forward section of the ship bobbed like a cork, so *Atule* surfaced to finish off the freighter with gunfire. The freighter returned fire, and the submarine fired another torpedo, which missed the target. *Atule* retired to await nightfall, when she again failed to sink the hulk with gunfire. She loosed another torpedo, which hit amidships, and the freighter began settling by the bow. *Atule* left the empty hulk in a vertical position with the midship section high in the air. After the war her victim was identified as *Taiman Maru No. 1*.

Atule was assigned to patrol in the northern part of the Yellow Sea. The seas were heavy, and the snow and wind combined to create blizzard conditions. After four days, she shifted to the southwest corner of the sea between Korea and China. On 27 January, *Pompon* reported a convoy contact and, together with *Spadefish*, attacked. *Atule* was too distant to join in, but heard several explosions. Early the next day, she gained contact on a

medium transport trying to escape the area of the attack of the previous day, and she gave chase until shoal water and the presence of an enemy escort forced her to veer off.

Floating mines became *Atule's* new targets. During the rest of her patrol, she sighted 29 mines, 23 of which she sank by gunfire, and one which bounced harmlessly down the submarine's side. *Atule* patrolled the Chinese and Korean coastlines and traffic lanes until 22 February, when she headed for Saipan, where she once again moored alongside *Fulton*. On 28 February, she left Tanapag Harbor bound for Midway, where she moored on 7 March.

After refit alongside *Pelias* (AS-14), *Atule* conducted extensive drills in multiple fire torpedo attacks, gunfire, sound training, and evasion exercises. On 2 April, she departed Midway, bound for Guam. After one day alongside *Holland* (AS-3) in Apra Harbor, the submarine departed on 12 April for her patrol area off Bungo Suido. *Gato* (SS-212) covered the east entrance and *Atule* the west. The patrol consisted almost entirely of lifeguard duty and mine destruction. On 4 May, she sighted an enemy submarine, but it escaped before *Atule* could close for attack. On 5 May, *Atule* and a B-29 "Dumbo" plane—which carried a lifeboat for air-sea rescue operations—conducted a coordinated attack on two Japanese planes. *Atule* acted as "fighter" director and vectored the B-29 to the Japanese planes. She then submerged and watched as one plane fled and one was shot down in a very unusual dogfight. *Atule* rescued one badly burned Japanese flier from the wreckage. The war patrol ended on 30 May when *Atule* arrived at Pearl Harbor for a three-week refit by *Euryale* (AS-22).

After a week of drills, *Atule* departed Pearl Harbor on 3 July, bound for a lifeguard station in the Nanpo Shoto. After nine days with little action, the submarine proceeded to her patrol area in Empire waters east of Honshu as part of an attack group which also included *Gato* and *Archerfish* (SS-311). On 12 August, *Atule* gained contact on two ships, later identified as *Coast Defense Vessel No. 6* and *Coast Defense Vessel No. 16*, steaming along the coast. Shallow waters and poor visibility caused *Atule* to set a course to intercept in the vicinity of Urakawa Ko rather than to attack the contacts under such adverse conditions. With the targets overlapping, *Atule* fired six torpedoes. The closer of the two ships—*Coast Defense Vessel No. 6*—exploded with an orange flame and much flying debris. The second target disappeared from radar, but it is not known whether she sank or escaped. On 15 August, *Atule* heard the news of the Japanese capitulation and headed via Midway for Pearl Harbor where she arrived on 25 August. On 30 August, she departed Pearl Harbor via the Panama Canal, bound for New London, Conn.

While in New London, *Atule* was assigned to Submarine Squadron 2 and engaged in training operations for the Submarine School and the Prospective Commanding Officer's School located there. Following Navy Day ceremonies in Washington, D.C., she proceeded to Portsmouth, N.H., for an overhaul which was completed on 3 February 1946.

On 4 July 1946, *Atule* headed for the frozen north as a member of Operation "Nanook." The purpose of this mission was to assist in the establishment of advanced weather stations in the Arctic regions and to aid in the planning and execution of more extensive naval operations in polar and sub-polar regions. In company with *Norton Sound* (AV-11), *Whitewood* (AN-63), *Alcona* (AK-157), *Beltrami* (AK-162), and USCG *Northwind* (WAG-282), *Atule* was to transport supplies and passengers, conduct reconnaissance of proposed weather station sites, train personnel, and collect data on Arctic conditions.

Atule rendezvoused with *Northwind* and *Whitewood* off the southwestern coast of Greenland on 11 July 1946 and put into Melville Bight, Baffin Bay, on 20 July, while a PBM reconnoitered Thule Harbor and the approaches to the harbor. Following engine trouble the PBM had made an emergency landing; and *Atule* was dispatched to recover the plane, becoming the first ship of the operation to enter the harbor. *Atule* then conducted tests and exercises in Smith South-Kane Basin with *Whitewood*. During one such exercise, she reached latitude 79 degrees 11 minutes north in the Kane Basin, setting a record for the United States Navy. On 29 July, *Atule* departed Thule, having completed all of her scheduled projects; stopped at Halifax, Nova Scotia; and reached New London late in August to resume her former duties.

On 27 February 1947, *Atule* arrived at Philadelphia for overhaul and inactivation. On 8 September 1947, she was placed out of commission, in reserve, with the New London Group of the

Atlantic Reserve Fleet. After three years in "mothballs," *Atule* was towed to the Portsmouth (N.H.) Naval Shipyard for reactivation and conversion to a Guppy 1-A type submarine. Outfitted with a snorkel to permit use of her engines while submerged and a smooth streamlined superstructure for added speed, *Atule* rejoined the fleet a stronger, more versatile warship. On 8 March 1951, the submarine was recommissioned, Lt. Comdr. Benjamin C. Byrnside, Jr., in command.

Assigned to Submarine Squadron 8 in New London, *Atule* conducted a shakedown cruise in the Caribbean and then participated in Fleet and NATO training exercises in the Atlantic and the Caribbean. On 9 February 1952, she departed New London for a tour of duty in the Mediterranean and participation in NATO Exercise "Grand Slam." During the deployment, she visited Gibraltar, Malta, and Marseilles, before arriving back in the United States on 29 March.

After several months of extensive training and preparations, *Atule* participated in LANTSUBEX I from 15 September to 11 October. During this operation, she found herself battling the high seas and 100-knot winds of Hurricane Charlie which at one point rolled her more than 60 degrees to port, washing the officer of the deck and the lookout off the bridge. With safety belts attaching them to the bridge, they were able to climb safely back on board.

On 19 November, *Atule* entered the Portsmouth Naval Shipyard for an overhaul. After the yard work had been completed, she got underway on 4 April 1953 to resume normal operations. During LANTSUBEX II in October, she suffered a serious fire and lost propulsion for approximately six hours in very heavy seas. The submarine arrived in New London on 27 October for repairs, leave and upkeep. She recommenced operations late in January 1954, by sailing to St. Thomas, Virgin Islands, for the annual Operation "Springboard" exercise. Late in February, *Atule* departed St. Thomas for the return trip. But for a two-week visit to the Fort Lauderdale, Fla., area to provide services to the Naval Ordnance Laboratory Test Facility, she remained in New London for five months. Upon her return to New London, *Atule* operated in the local area until February 1955, when she entered the Philadelphia Naval Shipyard for an extensive overhaul which was completed in August. The submarine then resumed training and operations in the New London area. In July 1957, *Atule* cruised to the Mediterranean and operated with the 6th Fleet until October. She entered the Philadelphia Naval Shipyard in January 1958 and departed in July, sailing to a new home port, Key West, Fla., where she was assigned to Submarine Squadron 12. During the fall of 1958, *Atule* became familiar with her new operating area by working with the Operational Development Force assisting in the development and evaluation of new submarine techniques and equipment. She also acted as a target in surface and air antisubmarine exercises. After a Christmas leave period, *Atule* conducted local operations until April 1959, when she participated in an Atlantic Fleet exercise and then resumed local drills.

In July 1960, *Atule* again cruised to the Mediterranean for surface-subsurface training with NATO forces which lasted until October, when she returned to the United States and entered the Charleston Naval Shipyard for a six-month overhaul. After completion of the yard work in April 1961, *Atule* spent 18 months alternating duty at Key West with service at Guantanamo Bay supporting training for the destroyer force in antisubmarine warfare.

In October 1963, the submarine entered the Norfolk Naval Shipyard for an overhaul which ended in February 1964. She returned to Key West and operated from her home port until July when she sailed for the Mediterranean to operate with the 6th Fleet. She returned to her home port in November for routine operations.

In August 1965, *Atule* departed Port of Spain, Trinidad, in company with other United States warships for a goodwill cruise during which she circumnavigated the South American continent. Known as Operation "Unitas VI," this operation promoted cooperation between naval forces of the United States and the participating South American countries. *Atule* drilled with ships of the navies of Venezuela, Colombia, Ecuador, Peru, and Chile as she transited the Panama Canal and headed south along the coast. On 16 October, the submarine entered the Strait of Magellan and arrived at Punta Arenas, Chile, the southernmost city of South America. As she headed north, *Atule's* crew became ambassadors of good will in port calls to Puerto Belgrano, Mar del Plata,

Rio de Janeiro, and San Salvador before disbanding the UNITAS VI task unit in Trinidad on 1 December. The submarine then sailed for home and arrived there on 6 December for a leave and upkeep period that lasted into 1966. She remained in nearby waters for training and routine operations until 5 July when she moved to Charleston for another overhaul.

Atule left the shipyard on 26 January 1967 and during the year was assigned to duties at the Prospective Commanding Officers School and Fleet Training Group at Guantanamo Bay, as well as continuing local training. In February 1968, she headed for the Gulf of Mexico and New Orleans to train naval reservists and to celebrate Mardi Gras. The submarine returned via St. Petersburg, Fla., to her home port, where she continued general operations until 7 October when she got underway for her last Mediterranean deployment. After almost four months of exercises with the 6th Fleet, *Atule* returned to the United States on 3 February 1969 and resumed her duties in the local area. On 29 August, *Atule* departed Key West for Philadelphia where she was placed in commission, in reserve, on 15 September. Reclassified AGSS-403 on 1 October, *Atule* was decommissioned on 6 April 1970, and her name was struck from the Navy list on 15 August 1973. She was sold to Peru in July 1974, and renamed *Pacocha* (S 48).

Atule earned four battle stars for World War II service.

Aubrey Fitch

Aubrey Wray Fitch—born in St. Ignace, Mich., on 11 June 1883—entered the Naval Academy in the summer of 1902 and graduated on 12 February 1906. After serving the two years of sea duty then required by law before commissioning (in armored cruiser *Pennsylvania* and the torpedo boat *Chauncey*) Fitch became as ensign on 13 February 1908 and served afloat in *Rainbow* and *Concord* before receiving instruction in torpedoes at the Naval Torpedo Station, Newport, R.I., in the school conducted on board the old cruiser *Montgomery*.

Upon completion of the torpedo course, Fitch helped to fit out the battleship *Delaware*, which commissioned on 4 April 1910, before returning to Annapolis for consecutive tours of duty at the Naval Academy, first as assistant discipline officer between 1911 and 1912 and later as an instructor of physical training from 1912 to 1913. Service in the destroyers *Balch* and *Duncan* followed before he received his first sea command, the destroyer *Terry*, with the 2d Division, Reserve Torpedo Flotilla, Atlantic Fleet.

After serving on the staff of the Commander in Chief, Atlantic Fleet, Fitch assumed command of the yacht *Yankton* in January 1915, with additional duty as aide to the Commander in Chief.

Relieved of command of *Yankton* shortly after the United States entered World War I in the spring of 1917, Fitch continued his staff duties for another five months before joining *Wyoming* (Battleship No. 32) to serve as her gunnery officer for the remainder of hostilities, as that dreadnought operated with the 6th Battle Squadron, Grand Fleet.

After the armistice, Fitch again served at the Naval Academy once more before becoming, concurrently, inspector of ordnance in charge of the Naval Ammunition Depot, Hingham, Mass., and naval inspector of ordnance in charge at the Naval Coaling Station, Frenchman's Bay, Maine. From August 1920, Fitch commanded a division of fast minelayers, while also commanding in turn *Luce* (DM-4) and *Mahan* (DM-7).

Detached from *Mahan* in December 1922, Fitch served at Rio de Janeiro until March 1927 as a member of the United States mission to Brazil before reporting back to the Navy Department for a brief tour of duty in Washington, D.C. Going to sea as executive officer of *Nevada* (BB-36) in May 1927, Fitch assumed command of *Arctic* (AF-7) (a type of ship sometimes known uncomplimentarily as a "beef boat") in November of that year.

He reported for aviation instruction at the Naval Air Station (NAS), Pensacola, Fla., in June 1929 and there won his wings as a naval aviator on 4 February 1930. Following brief duty at NAS, San Diego, Calif., Fitch assumed command of *Wright* (AV-1) in the spring of 1930. Relieved in that billet a little over a year later (July 1931), he then began a year as commanding officer of *Langley* (CV-1).

After commanding NAS, Hampton Roads, Va., until June 1935, Fitch reported as chief of staff to Commander, Aircraft, Battle Force, and remained in that billet until assuming command of *Lexington* (CV-2) in April 1936. Subsequently attending the Naval War College, Newport, R.I., from June 1937 to May 1938, Fitch completed the senior course there before assuming command of NAS, Pensacola, in June 1938. In the spring of 1940, he took over the reins of Patrol Wing 2, based at Pearl Harbor, and, seven months later, broke his flag in *Saratoga* (CV-3) as Commander, Carrier Division 1. The outbreak of hostilities in the Pacific in December 1941 thus found Fitch one of the most experienced carrier commanders afloat.

Fitch's flagship, *Saratoga* figured prominently in the abortive attempt to reinforce Wake Island in December 1941 and was later torpedoed off Oahu in late January 1942, seriously cutting American carrier strength in the Pacific at a critical period.

Rear Admiral Fitch relieved Vice Admiral Wilson Brown on 3 April 1942, breaking his flag in *Lexington*, his former command. During the Battle of the Coral Sea, Fitch served as Commander, Task Group (TG) 17.5, consisting of "Lady Lex" and *Yorktown* (CV-5). That engagement, the first in history where neither side came within surface gun range of the other, effectively stopped



Aubrey Fitch (FFG-34), 30 July 1982, running her acceptance trials upon her completion at Bath Iron Works. (DN-SC-83-07299)

the Japanese thrust at strategic Port Moresby, but resulted in the first loss of an American aircraft carrier in the war—*Lexington*, sunk on 8 May 1942.

The admiral then shifted his flag to *Minneapolis* (CA-36). Fitch, together with Captain Sherman and *Lexington's* executive officer, Comdr. Morton T. Seligman, visited "Lady Lex" wounded in *Minneapolis's* sickbay—an action that "contributed in no small measure to the patients' well-being." For the leadership he exhibited during the Battle of the Coral Sea, Fitch was awarded his first Distinguished Service Medal.

He again broke his flag in his former flagship, *Saratoga*, but the task group formed around that ship arrived too late to take part in the pivotal Battle of Midway.

On 20 September 1942, six weeks after the first American amphibious operation of the war got underway at Guadalcanal, Fitch assumed command of Aircraft, South Pacific Force. Not a desk-bound admiral, he carried out numerous, hazardous flights into the combat zones, inspecting air activities incident to the selection of bases for projected operations. For these, he received a Distinguished Flying Cross.

Under Fitch's command, AirSoPac—ultimately encompassing not only Navy but Army, Marine Corps, and Royal New Zealand air units—achieved great success in aiding the Allied campaign in the South Pacific. Fitch's planes protected Allied shipping, providing vital air cover that strongly assisted the Allies in challenging, and ultimately defeating, the Japanese in the Solomons. In addition, his aircraft performed essential reconnaissance missions, spotting enemy warships prior to the Battle of Santa Cruz Islands in October 1942 and during the Naval Battle of Guadalcanal in November 1942. Later, Fitch oversaw the early experiments in conducting night bombing utilizing radar (a concept which paid great dividends in interdicting Japanese shipping) and encouraged the use of specially modified aircraft to obtain photographic intelligence. In addition, for his skillful coordination of the Allied air effort in that area of the world, Fitch received a gold star in lieu of a second Distinguished Service Medal.

Fitch returned to Washington in the summer of 1944 and became Dupty Chief of Naval Operations (Air). He skillfully and efficiently directed the aeronautical organization of the Navy, oversaw efforts to assure the readiness and deployment of air units, and planned all of the related logistics measures. For these efforts he received a Legion of Merit.

After V-J Day, Vice Admiral Fitch assumed duty as the Superintendent of the Naval Academy on 16 August 1945 and held that post until 15 January 1947, with collateral duty as Commandant, Severn River Command. The first airman to head the Naval Academy, Fitch was instrumental in establishing the Department of Aeronautics, authorized by the Navy on 28 November 1945.

Subsequent to heading the Academy, Fitch served briefly in the office of the Undersecretary of the Navy before becoming the senior member of the Naval Clemency and Prison Inspection Board in March 1947. He was so serving when he was relieved of all active duty on 1 July 1947. Admiral Fitch died in his adopted state, Maine, on 22 May 1978.

(FFG-34: dp. 3,600; l. 445'0"; b. 45'0"; dr. 24'6"; s. 29 k.; cpl. 164; a. 1 mis. ln., Standard mis., Harpoon mis., 1 76mm., 6 15.5" tt., LAMPS; cl. *Oliver Hazard Perry*)

Aubrey Fitch (FFG-34) was laid down on 10 April 1981 at Bath, Maine, by the Bath Iron Works; launched on 17 October 1981; sponsored by Mrs. Francesca Fitch Ferguson, the granddaughter of the late Admiral Fitch; and was commissioned at Bath, Maine, on 9 October 1982, Comdr. Floyd A. Weeks in command.

Aubrey Fitch remained at Bath for another five weeks completing her outfitting, propulsion plant examination, and crew inspections. In mid-November, she made the passage from Bath to her home port, Mayport in Florida, where she spent the remainder of 1982. Early in January of 1983, the guided-missile frigate embarked upon her shakedown cruise to the vicinity of Guantanamo Bay, Cuba. The warship returned to Mayport during the middle of February and then launched into a series of trials, qualifications, and certifications preparatory to her final acceptance by the Navy. She completed final acceptance trials late in May and entered the yard at Bath Iron Works for a three-month, post-shakedown availability. *Aubrey Fitch* completed repairs and returned to Mayport in September. In October, she commenced refresher training out of Guantanamo Bay.

The guided-missile frigate was so engaged when United States military forces invaded the small Caribbean island nation of Grenada on 25 October in response to a power struggle between leftist factions that endangered the stability of the region as well as the lives of United States citizens attending the medical college there. *Aubrey Fitch* interrupted refresher training to conduct patrols in defense of the base at Guantanamo Bay against possible hostile action by Cuba as a result of the conflict in Grenada where Americans found themselves fighting Cuban "advisors" and "construction workers." Early in November, however, the warship completed refresher training and assumed tactical control of *Aquila* (PHM-4) and *Taurus* (PHM-3) for the purpose of testing the feasibility of operating guided-missile frigates and guided-missile hydrofoil gunboats together in the same task organization. Demands attendant to the continuing American presence in Grenada, however, overtook the experiment and sent *Aubrey Fitch* and her two consorts south to the tiny republic. Duty in the waters adjacent to Grenada lasted until mid-December when the warship returned to Mayport.

Aubrey Fitch began 1984 in her home port. Later in January, she embarked upon a normal schedule of training operations in the West Indies. That employment occupied her through the month of May and into June. On 22 June, the guided missile frigate put to sea to become a unit of NATO's Standing Naval Force, Atlantic, based at Plymouth, England. That deployment included visits to a number of ports in northern Europe as well as training evolutions in the Baltic Sea. Early in the fall of 1984, the NATO force visited American waters and made calls at Charleston, Savannah, and New Orleans. Late in November, the warships visited *Aubrey Fitch's* home port in Florida. Early in December, the NATO force headed back to Europe, leaving *Aubrey Fitch* at Mayport.

The warship opened 1985 much the same way as she did 1984. After concluding holiday leave and upkeep at Mayport during the first half of January, she returned to sea for the usual training exercises, equipment operation certifications, and ASW helicopter landing qualifications. These and similar evolutions alternated with periods in port for routine upkeep and availability occupied her time during the first five months of the year. In June, *Aubrey Fitch* began providing escort and plane guard services for *America* (CV-66) and *Saratoga* (CV-60) when the carriers put to sea to conduct landing qualifications. Near the end of June, she put to sea for special operations off the west coast of the Isthmus of Panama. She transited the Panama Canal and then operated from the base at Rodman during July, August, and part of September. After passing back through the canal in mid-September, *Aubrey Fitch* arrived back at Mayport on the 21st. Repairs took up the remainder of September as well as October and November. She concluded her restricted availability with sea trials on 5 and 6 December and, after a brief round trip to Charleston and back, settled into the usual year-end holiday routine.

The relative inactivity of holiday standdown carried over into the first three weeks of 1986. On 21 January, *Aubrey Fitch* put to sea for a week of ASW training in the Bahama Islands. On 28 January, she interrupted her return voyage when the space shuttle *Challenger* exploded soon after launch. From her position just 50 miles southeast of Cape Canaveral *Aubrey Fitch* rushed to the scene of the tragedy and began recovering debris. She collected several tons of material which she later delivered to Cape Canaveral to be inspected as a part of the investigation into the cause of the disaster. From Cape Canaveral the guided-missile frigate returned to Mayport and remained there until the second week in February. On 10 February, *Aubrey Fitch* resumed training operations out of Mayport, and she continued so employed until the beginning of April at which time the warship began preparations to deploy to the Persian Gulf.

On 4 June, *Aubrey Fitch* stood out of Mayport in company with *Talbot* (FFG-4) to rendezvous with *Nicholson* (DD-982) and *Semmes* (DDG-18). She and her traveling companions then laid in a course that took them across the Atlantic Ocean and the Mediterranean Sea, through the Suez Canal, and around the Arabian Peninsula to the Strait of Hormuz. *Aubrey Fitch* and her consorts arrived at Bahrain in the Persian Gulf on 8 July. The guided-missile frigate spent the next four months conducting patrols and escorting merchant ships in the strategic—and troubled—waters of the Persian Gulf, the Gulf of Oman, and the northern portion of the Arabian Sea. No untoward events marred her sojourn in the region, and she concluded her assignment on 30 October by turning her responsibilities over to *Sampson*

(DDG-10). Retracing her outward-bound voyage via the Red Sea, the Suez Canal, the Mediterranean Sea, and the Atlantic Ocean, *Aubrey Fitch* steamed into Mayport on 4 December. Post-deployment standdown took up the remainder of 1986 and, as of the beginning of 1987, the warship was at Mayport.

Auburn

The first *Auburn* (Id. No. 3842) was probably named for the town of Auburn, Pa., situated on a tributary of the Little Schuylkill River, Schuylkill County, northwest of Chester, Pa., where the ship was built; the second *Auburn* (AGC-10) was named for Mount Auburn, northwest of Cambridge, Mass. The name itself is found in Oliver Goldsmith's long poem, "The Deserted Village" (1770).

I

(ScStr: dp. 12,314; l. 417'5"; b. 54'0"; dph. 32'9"; dr. 26'5" (mean); s. 10 k.; cpl. 81)

The first *Auburn*—a steel-hulled freighter built for the United States Shipping Board (USSB) at Chester, Pa., by the Chester Shipbuilding Co. and completed in 1918—was delivered to the Navy by the USSB for service in the Naval Overseas Transportation Service (NOTS). Assigned the identification number (Id. No.) 3842, *Auburn* was commissioned at Philadelphia on the afternoon of 24 January 1919, Lt. Comdr. Fred L. Moulton, USNRF, in command.

Two days later, the cargo ship got underway for New York harbor; proceeded down Delaware Bay; and ultimately dropped anchor off Tompkinsville, Staten Island, on the morning of 27 January. After initially shifting to Bush Terminal pier, South Brooklyn, on the 29th, she moored at pier 61, North River, New York City, on 2 February. There, she loaded 5,236 tons of general cargo (including a large quantity of wheat flour) and prepared for her maiden voyage. However, her engineers discovered several split condenser tubes in her boilers before the trip could begin, and an inspection board convened and visited the ship on 15 February.

After a brief period of repairs, *Auburn* shifted to pier 16, South Brooklyn, on the 17th. By that point, the Navy had apparently decided to demobilize the ship; and, on the afternoon of Washington's Birthday, 22 February 1919, representatives of the USSB accepted custody of the ship when she was decommissioned.

Auburn's subsequent career, like hers under the aegis of NOTS, was brief. She remained in the USSB fleet into the early 1930's, very probably laid up due to postwar austerity measures in the American merchant marine. Then, around 1932-1933, she was "abandoned . . . due to age and deterioration."

II

(AGC-10: dp. 12,750; l. 459'2"; b. 63'; dr. 24'; s. 16.4 k.; cpl. 686; a. 2 5", 8 40mm., 14 20mm.; cl. *Catocin*; T. C2-S-AJ1)

Kathay was laid down under a Maritime Commission contract (MC hull 1351) on 14 August 1943 at Wilmington, N.C., by the North Carolina Shipbuilding Corp.; launched on 19 October 1943; sponsored by Miss Julia Raney; acquired by the Navy on 31 January 1944; converted at Hoboken, N.J., by the Bethlehem Steel Co., for naval service as an amphibious force flagship; renamed *Auburn* and designated AGC-10; and placed in commission at Hoboken on 20 July 1944, Capt. Ralph Orsen Myers in command.

After conducting shakedown training in the Chesapeake Bay, the command ship left Norfolk, Va., on 17 August and shaped a course for the Pacific. She transited the Panama Canal on the 23d and continued on to Pearl Harbor, Hawaii, where she arrived on 6 September. Three days later, *Auburn* became the flagship for Commander, Amphibious Group 2, Pacific Fleet. On 29 September, she entered the Pearl Harbor Navy Yard for an availability. During this time, major alterations were made to her flag bridge, additional evaporators were installed, and other minor repairs were completed.

In mid-November, the ship began a series of training exercises off Maui in preparation for the invasion of the Volcano Islands. *Auburn* left Hawaii on 27 January 1945, made port calls

at Eniwetok and Saipan, and finally reached Tinian in early February. There, she began final rehearsals for the assault on Iwo Jima. The actual landings on that island commenced on the 19th. During the operation, the ship coordinated and directed the movements of several hundred ships attached to Amphibious Group 2. She remained off Iwo Jima until 27 March; then headed for Pearl Harbor and a well earned period of rest and recreation for her crew.

Auburn remained in Hawaiian waters until 15 May, when she got underway for Okinawa. The ship arrived there on the 31st and became the flagship for 5th Amphibious Forces. She controlled operations of ships off that bitterly contested island and escaped damage despite frequent Japanese air attacks. Okinawa was declared secure on 21 June, and *Auburn* got underway for Pearl Harbor on 1 July.

Shortly after her arrival at Pearl Harbor, *Auburn* entered a drydock to undergo repairs. While the work was in progress, Japan capitulated on 15 August. Four days later, the ship left Hawaii and steamed toward the Philippines. After reaching Luzon, she remained in port at Manila for approximately one month. She departed that port on 14 September and set a course for Japan via Eniwetok and Buckner Bay, Okinawa. The ship dropped anchor at Sasebo, Japan, on 20 September.

Three days later, *Auburn* got underway for Nagasaki. While there, the vessel played an important part in establishing ship-to-shore communications and arranging facilities for occupation troops. On 25 September, the ship arrived at Wakayama and began assisting forces in the occupation of Osaka, Kyoto, and other large cities to the north. In early October, she moved to Yokohama. Her occupation duty ended on 12 October, when she left Japanese waters and headed back to the United States.

Auburn reached Pearl Harbor on 21 October and remained there a few days before continuing on eastward. She entered San Francisco Bay on 31 October. The ship reversed her course on 5 November and headed back to Hawaii. She arrived at Pearl Harbor on 14 November and picked up several hundred military passengers for transportation to Norfolk, Va. The ship left Pearl Harbor that same day and set a course for the Panama Canal Zone. After retransiting the canal on the 29th, *Auburn* finally reached Norfolk on 7 December.

Three days after her arrival at Norfolk, *Auburn* became the flagship for Commander, Training Command, Atlantic Fleet. This assignment continued until January 1947, when the vessel was assigned to the Atlantic Reserve Fleet. She underwent inactivation preparations at the Norfolk Naval Shipyard, Portsmouth, Va. *Auburn* was placed out of commission, in reserve, on 7 May 1947. Her name was struck from the Navy list on 1 July 1960, and she was transferred in November 1960 to the Maritime Administration for disposal. The ship was sold in 1961 and scrapped.

Aucilla

A river in northern Florida. It flows south from southern Georgia into Apalachee Bay on the Gulf of Mexico southeast of Tallahassee.

(AO-56: dp. 23,235 (tl.); l. 553'0"; b. 75'0"; dr. 32'4" (lim.); s. 18.0 k.; cpl. 313; a. 1 5", 4 3"; cl. *Ashtabula*; T. T3-S2-A1)

Aucilla (AO-56) was laid down on 25 May 1943 at Sparrows Point, Md., by the Bethlehem Steel Co. under a Maritime Commission contract (MC hull 722); launched on 20 November 1943; sponsored by Mrs. Hope Ridings Miller; and commissioned on 22 December 1943, Comdr. Cornelius M. Sullivan in command.

The oiler remained at Sparrows Point until 28 December at which time she got underway for Portsmouth, Va. She arrived at the Norfolk Navy Yard on the 29th and began training the crew at battle stations and loading ammunition. *Aucilla* continued her training both in port and underway in the lower Chesapeake Bay. On 2 February 1944, she departed Norfolk in company with *Goldsborough* (DD-188) on her way to the British West Indies. The oiler arrived at the Naval Operating Base (NOB), Trinidad, on 7 February and began dispensing fuel to warships operating in the vicinity. She remained there until 14 March at which time she put to sea, in convoy, for Aruba. *Aucilla* arrived at her destination on the 16th, took on a cargo of aviation gasoline, and departed Aruba on the 17th. After a stop at Guantanamo Bay, Cuba, the oiler arrived in Norfolk on 24 March.



Aucilla (AO-56) (center) simultaneously refuels *Newman K. Perry* (DDR-883) and *Forrestal* (CV-59), 25 March 1960. (USN 1047741)

For about a month, she operated out of Norfolk in the lower Chesapeake Bay testing fueling at sea gear and techniques. On 26 April, *Aucilla* departed Norfolk in company with *Belknap* (DD-251) and, five days later, arrived in Baytown, Tex. After taking on a cargo of fuel, the ship stood out of Baytown on 4 May and arrived at Staten Island, N.Y., on the 8th. On 14 May, she was underway, in convoy, for the British Isles. The oiler parted company with the convoy on 25 May and entered port at Liverpool, England, that same day. She discharged her cargo on the 27th and got underway for Ireland on the 28th. She visited Belfast Lough from 29 May to 5 June and then headed back to the United States. *Aucilla* arrived at Norfolk on 16 June.

Six days after her arrival, the oiler sailed from Norfolk for New York. She arrived on 23 June and operated in that locale until the end of the month. On 2 July, *Aucilla* put to sea bound for Europe once again. She returned to Belfast on 12 July but stopped only briefly, returning to sea that same day. The oiler visited Swansea, Wales, between the 13th and the 16th before heading home via Belfast. She reentered Hampton Roads on 27 July. There, she stayed for almost a month. On 22 August, *Aucilla* put to sea in company with *J. Fred Talbott* (DD-156) bound for Baytown, Tex. She took on a cargo of fuel oil at Baytown before returning to sea. The ship arrived at Bermuda on 3 September and unloaded her cargo. She then headed back to Hampton Roads, Va., where she dropped anchor on the 8th. Operations in Chesapeake Bay followed.

However, on 4 October, she put to sea bound for the Caribbean. *Aucilla* arrived at Aruba on 9 October and loaded fuel oil until the 11th when she set sail for Panama. The oiler transited the Panama Canal on 13 October and, the following day, departed Balboa for the Hawaiian Islands. She stopped over at Pearl Harbor from 26 to 29 October and then continued her voyage west. The ship anchored in Eniwetok Lagoon on 5 November. She spent the next two days unloading her cargo of fuel before continuing on to Ulithi on the 7th. There, she reported for duty to the Commander, Service Squadron (ServRon) 10.

For the remainder of the war, *Aucilla* supported 3d/5th Fleet operations in the western Pacific by refueling its units at sea. She provided fuel to the 3d Fleet during its air attacks on Luzon in mid-December 1944 and again at the end of the first week in January 1945. When the 3d Fleet entered the South China Sea in mid-January, *Aucilla* continued her fueling rendezvous with its warships. Between 15 and 26 February, she steamed in an area off Iwo Jima providing logistics support for the 5th Fleet. She fueled that same fleet from 16 March to 4 May during the invasion of Okinawa. The oiler rounded out her wartime service supporting the 3d Fleet on its final series of raids on the Japanese home islands between 11 July and 15 August.

Following the cessation of hostilities, *Aucilla* continued steaming with the 3d Fleet off Japan. After a brief stop at Ulithi, she set sail for Japan on 27 September. The oiler entered Tokyo Bay on 2 October—one month to the day after Japan formally surrendered. The oiler performed extensive occupation duty at various locations in the Far East between the end of the war and the summer of 1947. That service also included some logistics

support work for the ships of Joint Task Force 1, the task organization engaged in the atomic bomb tests conducted at Bikini Atoll during the summer of 1946. The western Pacific cruise in the summer and fall of 1948 ended with *Aucilla* steaming through the Indian Ocean, the Suez Canal, and the Mediterranean before she crossed the Atlantic to join the fleet stationed on the eastern seaboard of the United States. For about four years, the oiler operated along the east coast, in the Gulf of Mexico, and in the Caribbean taking on oil at various oil ports and carrying it to the fleet. She also conducted independent ship's exercises and amphibious exercises both at Vieques Island near Puerto Rico and at Onslow Beach in North Carolina.

In June of 1952, *Aucilla* embarked upon the first of a long series of deployments to the Mediterranean Sea. Four months later, she resumed operations along the eastern seaboard and in the West Indies. The first part of 1953 saw the oiler engaged in another series of training evolutions in the Puerto Rico-Vieques Island area. June and July of 1953 brought a midshipman cruise which took her to Rio de Janeiro, Brazil, and Barbados in the British West Indies. In September, *Aucilla* deployed to the Mediterranean Sea once more. She completed that assignment late in January 1954 and returned to Norfolk on 3 February 1954. Following post-deployment standdown and participation in the annual fleet exercise, Operation "Springboard," the oiler resumed fuel services for the 2d Fleet from her base at Norfolk. May brought rough weather fueling tests in the North Atlantic followed by a two-month overhaul at a civilian shipyard in Baltimore, Md.

In August, *Aucilla* departed Baltimore and steamed down Chesapeake Bay to rejoin the active units of the Atlantic Fleet. She performed normal logistics services and training operations out of Norfolk until November. Late that month, the oiler put to sea for Gonaives, Haiti, to provide support for some unspecified tests conducted by the Operational Development Force for the Bureau of Ordnance. In the course of those operations, the oiler visited Guantanamo Bay, Cuba, and Port-au-Prince, Haiti. When the ship returned to the United States early in December, she entered the Bethlehem Shipyard at Hoboken, N.J., for a three-month modification and repair period. Between mid-April and early May of 1955, *Aucilla* completed refresher training out of Newport, R.I. She then returned to Norfolk where she began preparations for an extended tour of duty with the 6th Fleet.

On 31 May 1955 the ship stood out of Norfolk en route to her new home port, Barcelona in Spain. She reached her destination on 20 June. For the next 22 months, *Aucilla* served with Task Force (TF) 63 in a logistics support role. She participated in a number of exercises and visited ports all along the shores of the Mediterranean Sea. On 2 April 1957, the oiler headed back to the United States. She spent the entire summer of 1957 engaged in repairs, first a four-month regular overhaul at the New York Naval Shipyard and then boiler repairs at an unspecified civilian yard in Baltimore, Md. Between 16 September and 27 October, *Aucilla* completed refresher training—out of Guantanamo Bay—and post-refresher availability.

On 28 October 1957, she set sail from Norfolk on her way back to the Mediterranean Sea. Once again, she spent her time ranging the length and breadth of the Mediterranean supporting the operations of TF 63. During the summer of 1958, *Aucilla* provided logistics support for the ships, sailors, and marines involved in the landings in Lebanon carried out in order to help restore order after severe factional fighting. Following that interlude, the oiler resumed normal 6th Fleet operations. On 30 May 1959, *Aucilla* headed back to the United States for a regular overhaul at the Boston Naval Shipyard. The overhaul lasted about six months. During that time, the oiler received a new home port assignment, Norfolk. The ship completed overhaul and set sail from Boston on 18 November, bound for refresher training in the Guantanamo Bay operating area. She shaped a course from the West Indies back to Norfolk on 16 December and arrived at her destination in time to spend the holidays there.

Underway again on 4 January 1960, *Aucilla* operated in the vicinity of Norfolk until late in the month. On the 28th, she put to sea bound for the Mediterranean Sea. That seven-month deployment followed the pattern of previous ones, mixing port visits with logistics missions in support of 6th Fleet combat units. The oiler returned to Norfolk on 31 August and, after the usual leave and upkeep period, resumed normal east coast-West Indies operations. That routine lasted into 1961. In February and March of 1961, she participated in the annual fleet exercise Operation "Springboard." She returned to Norfolk on 17 March and began preparations for another tour of duty with the 6th Fleet. On 15 May 1961, she stood out of Norfolk and shaped a course for the Mediterranean Sea. *Aucilla* served a 14-week deployment that followed patterns established earlier.

The oiler reentered Norfolk on 11 September 1961 and began post-deployment standdown. Following the leave and upkeep period, she started preparations for overhaul. On 20 November, she entered the yard at the Norfolk Shipbuilding & Drydock Co. *Aucilla* completed her overhaul on 20 February 1962 and then set sail on 1 March for five weeks of refresher training in the West Indies. Upon completion of refresher training, the oiler joined an underway replenishment group to support the amphibious Exercise "Phiblex 1-62," also conducted in the West Indies. Later, she returned to United States' waters to participate in Fleet Exercise "Quick Kick." That summer, she conducted a midshipman training cruise and took part in convoy exercises off the eastern seaboard.

The oiler continued operations out of Norfolk through the end of 1962 and into 1963. On 7 March 1963, *Aucilla* left Chesapeake Bay on her way back to the Mediterranean. The deployment lasted just under four months. She was back in Norfolk by 1 July. Following post-deployment standdown, the oiler got underway on 6 August to participate in NATO Exercise "Riptide IV" conducted in the eastern Atlantic. As an adjunct to that mission, she visited Bremerhaven, Germany, and Rota, Spain, before returning to Norfolk on 11 September. For the remainder of 1963, *Aucilla* conducted local operations out of her home port.

Similar duty occupied her time during the first two months of 1964. On 3 March 1964, however, the oiler entered the yard at the Norfolk Shipbuilding & Drydock Co. for a regular overhaul. She completed repairs and modifications late in June and put to sea on the 29th for a month of refresher training in the Guantanamo Bay operating area. At the conclusion of refresher training, *Aucilla* voyaged north to New York where her crew members visited the World's Fair. The ship returned to Norfolk on 8 August and resumed local operations. That resumption lasted just one month. On 8 September, *Aucilla* got underway from Norfolk once more to participate in a series of NATO exercises in the eastern Atlantic. She visited Bremerhaven, Germany, again at the end of the exercises early in October. She returned to Norfolk on 23 October 1964.

Upon her return to her home port, she began preparations for another assignment with the 6th Fleet. *Aucilla* left Norfolk on 27 November and arrived in Rota, Spain, on 8 December. Another standard 6th Fleet tour of duty ensued with *Aucilla* fueling units of the fleet, participating in exercises, and visiting Mediterranean ports. She concluded the deployment with her arrival back in Norfolk on 11 May 1965. From late June to late July, *Aucilla* cruised the waters of the West Indies in support of 2d Fleet units keeping an eye on the latest crisis to trouble the Dominican Republic. She returned to Norfolk on 23 July and resumed local operations out of her home port. Those operations included support roles in the Gemini 6 and Gemini 7 space shots during October, November, and December. *Aucilla* reentered

Norfolk on 23 December to begin her holiday leave and upkeep period.

Further upkeep and a tender availability period occupied her time during January and February of 1966. Early in March, the oiler put to sea for another cruise with the 6th Fleet in the Mediterranean Sea. She arrived in Cartagena, Spain, on 15 March and, for the next five months, provided logistics support for United States naval forces in the Mediterranean. *Aucilla* departed Rota, Spain, on 12 August and set a course for home. The oiler arrived in Norfolk on the 22d and remained there in a leave and upkeep status until the middle of October. She put to sea again on 18 October to serve as a recovery ship for an Air Force Titan IIIC heat shield qualification test. She returned to Norfolk from that mission on 21 November and remained in port for the rest of the year.

On 6 February 1967, *Aucilla* stood out of Norfolk once again on her way to the Mediterranean. She arrived in Rota, Spain, on the 17th and soon began making the rounds to ports in the "middle sea." The most notable event of that deployment was the Six-Day Arab-Israeli War to which units of the 6th Fleet—*Aucilla* included—responded with alacrity. She and her colleagues moved quickly to the eastern Mediterranean early in June, but the rapidity with which the Arab forces collapsed allowed them to return to a more normal routine at mid-month. Thus, the oiler resumed port visits, exercise, and fueling operations. She completed turnover proceedings at Rota on 19 and 20 August and headed back to the United States on the latter day. *Aucilla* arrived back in Norfolk on 30 August. After post-deployment standdown, the oiler entered the yard at the Norfolk Shipbuilding & Drydock Co. for regular overhaul on 13 November.

Aucilla completed her overhaul by 5 April 1968. On that day, she stood out of Norfolk on her way to refresher training in the West Indies. The oiler completed that mission in May and returned to Norfolk on the 19th. Soon thereafter, she embarked upon a two-month voyage that took her to the Cape of Good Hope where she refueled the Vietnam-bound aircraft carrier *Intrepid* (CVS-11). In addition, *Aucilla* made port calls at Rio de Janeiro in Brazil, St. Thomas in the Virgin Islands, Nassau in the Bahamas, and at Philadelphia before returning to Norfolk on 10 August.

At that time, the oiler began a tender availability as well as a leave and upkeep period preparatory to overseas movement. *Aucilla* stood out of Norfolk on 23 September; and, on 3 October she relieved *Kaskaskia* (AO-27) at Rota. After almost five months fueling the ships of the 6th Fleet and making port visits throughout the Mediterranean Sea, *Aucilla* departed Rota late in March 1969. She arrived back in Norfolk on 5 April. After the usual post-deployment standdown, the oiler began normal operations out of Norfolk. For the next 14 months, the ship cruised the waters along the eastern seaboard and the West Indies in support of the ships of the Atlantic Fleet. *Aucilla* returned to Norfolk from her last voyage early in July of 1970.

In the middle of September 1970, she began preparations for inactivation. *Aucilla* was placed out of commission at Norfolk on 18 December 1970. On 7 October 1971, she was transferred to the Maritime Administration for berthing with its James River, Va., facility. Her name was struck from the Navy list on 1 December 1976. As of the beginning of 1987, she remained berthed with the National Defense Reserve Fleet at James River, Va.

Aucilla earned five battle stars for her World War II service.

Audrain

A county in Missouri.

(APA-59: dp. 7,000; l. 426'; b. 58'; dr. 16'; s. 16.9 k.; cpl. 849; a. 1 5", 8 40mm., 10 20mm.; cl. *Gilliam*; T. S4-SE2-BD1)

Audrain (APA-59) was laid down on 1 December 1943 under a Maritime Commission contract (MC hull 1852) at Wilmington, Calif., by the Consolidated Steel Corp.; launched on 21 April 1944; sponsored by Mrs. Arthur G. Rystrom; acquired by the Navy on 1 September 1944; and placed in commission at San Pedro, Calif., on 2 September 1944, Lt. Comdr. George O. Forrest in command.

The newly commissioned transport held shakedown training off the southern California coast. In late October, she sailed to San Francisco, Calif., and took on passengers and cargo. On the 21st, *Audrain* got underway for Manus, Admiralty Islands. While

en route, the ship developed leaks in the tubes of one boiler and, upon her arrival at Manus on 9 November, began a period of repair work. The transport then proceeded to Noumea, New Caledonia, to embark Army troops for training exercises in preparation for landings on Luzon, Philippine Islands. During December, she held exercises off Noumea as well as at Guadalcanal and Tulagi, Solomon Islands.

Audrain got underway on 2 January 1945 with Task Group (TG) 77.9 with troops embarked for the assault on Luzon. She anchored in the transport area in Lingayen Gulf on the morning of 9 January and landed her troops without opposition. The unloading was completed by the evening of the 12th, and the transport retired with her task unit to Leyte, Philippine Islands. On the 18th, *Audrain* shaped a course for Biak, Schouten Islands. There, she took on troops and equipment for transportation to Mindoro, Philippine Islands. She discharged these passengers and their gear on secured beaches in the San Jose area of Mindoro on 9 February and retired to Leyte Gulf.

During the next several weeks, *Audrain* was involved in training exercises in Philippine waters. On 27 March, the vessel got underway with TG 55.1 for the invasion of Okinawa. She arrived off that island on D day, 1 April, began lowering her boats, and sent them to other transports to assist in landing their assault troops. On the morning of the 3d, *Audrain* began landing her troops and cargo in the Hagushi area.

She experienced several air attacks while in the area. On 6 June, *Audrain* opened fire on a lone Japanese "Val" but scored no hits. However, two 40-millimeter projectiles fired by neighboring vessels hit her on the forward bulkhead of the navigation bridge, slightly wounding three members of her crew. The landings were completed on 9 April, and the vessel left the Okinawa area bound for Hawaii. The ship paused at Guam on the 14th to transfer casualties from Okinawa to hospitals ashore, and then she continued on to Pearl Harbor.

Audrain arrived there on 1 May and underwent a 10-day period of voyage repairs. She then sailed on to San Francisco, arriving there on 18 May. The ship entered the yards of Hurley Marine Works, Oakland, Calif., for repairs and alterations. After leaving the yard, the ship took on passengers and cargo for transportation to forward areas. She got underway for Pearl Harbor on 31 May. Following a brief layover in that port, *Audrain* shaped a course for Leyte. She made stops en route at Eniwetok and Ulithi before arriving at Leyte on 30 June.

The ship discharged her cargo ashore and embarked Navy passengers bound for the United States. She shaped a course back to the west coast via Pearl Harbor and reached San Francisco on the 29th. After discharging her passengers, the transport returned to Hurley Marine Works to undergo repairs and alterations. While she was in the yard, the Japanese capitulated on 15 August. The ship returned to duty on 18 August and got underway for Guam. She paused en route at Eniwetok before arriving at Guam on 2 September. *Audrain* proceeded to Saipan and dropped anchor there on the 10th. She loaded cargo and troops of the 2d Marine Division earmarked for occupation duty in Japan.

The transport sailed for Japan on 18 September. She touched at Nagasaki five days later and landed her forces without incident. On the 26th, *Audrain* left Japan, via Manila, and sailed to Subic Bay, Philippines. She embarked more troops there and reversed her course to Japan. She put these passengers ashore for occupation of Wakayama. On 1 November, the ship arrived back at Manila. She took on military passengers for return to the United States. *Audrain* touched at Portland, Oreg., on 27 November. She then entered a shipyard there for repairs.

The vessel commenced another voyage to Japan on 26 December. She arrived at Yokohama on 14 January 1946 and debarked troops and supplies. She left Japanese waters on the 27th and set a course for San Pedro via Pearl Harbor. *Audrain* left California, sailed back to Hawaii in early April, and remained in port at Pearl Harbor for the duration of her naval career. She was decommissioned at Pearl Harbor on 15 May 1946 and was transferred to the Maritime Commission on 25 July 1947 for layup with the National Defense Reserve Fleet group berthed at Suisun Bay, Calif. Her name was struck from the Navy list on 1 August 1947, and the ship was sold on 11 July 1972 to the National Metal & Steel Corp., Terminal Island, Calif., and was subsequently scrapped.

Audrain won one battle star for her World War II service.

Audubon

A county in western Iowa named for the great American naturalist and artist who won worldwide renown for his paintings of birds and animals.

(APA-149: dp. 14,837; l. 455'; b. 62'; dr. 24'; s. 17.7 k.; cpl. 536; a. 1 5", 8 40mm., 10 20mm.; cl. *Haskell*; T. VC2-S-AP5)

Audubon (MCV hull 814) was laid down on 21 October 1944 by the Kaiser Co., Inc., Vancouver, Wash.; launched on 3 December 1944; sponsored by Mrs. Fons Hughes; acquired by the Navy on 19 December 1944; designated APA-149; and commissioned on 20 December 1944, Capt. J. F. Goodwin in command.

Following shakedown at San Pedro, Calif., the attack cargo ship sailed on 24 February for Pearl Harbor. Upon her arrival, her passengers disembarked, and she began loading more cargo. The attack transport got underway for Eniwetok on 29 March, reached that atoll on 6 April, and continued on to Ulithi on the 11th. There, *Audubon* took Army passengers and equipment on board and sailed for Okinawa. She anchored off Hagushi Beach, on 26 April and began discharging her passengers and cargo.

Audubon departed Okinawa on 30 April and headed for Saipan. After a brief stop there, the ship got underway for Hawaii. Having topped off her fuel and provisions at Pearl Harbor, she sailed on to San Francisco, where she arrived on 22 May. The ship was next ordered to Leyte, Philippines. She made intermediate stops at Pearl Harbor, Eniwetok, and Ulithi before reaching Leyte on 30 June. On 9 July, the ship proceeded to Guadalcanal to transport Army troops to the Philippines. Following a fuel stop at Hollandia, New Guinea, on 17 July, she arrived at Leyte on 26 July. After disembarking most of her passengers, the ship moved on to Cebu on 29 July and the remaining contingent left the ship. *Audubon* paused at Samar on 2 August, then got underway to return to the United States.

At the time of the Japanese capitulation, *Audubon* was in the vicinity of Pearl Harbor. The transport pulled into San Francisco on 19 August and began a period of voyage repairs. Upon their completion, *Audubon* joined Operation "Magic-Carpet" and sailed on 31 August, headed for the Philippines. She arrived at Leyte on 18 September, then shifted to Samar on the 20th. While at Samar, *Audubon* developed mechanical problems which necessitated a period of drydocking. In early October, the ship was ordered back to California. On 22 October, she began an availability period at San Pedro.

Audubon sailed once again for the Philippines on 11 November. After negotiating heavy seas, the attack transport arrived at Manila on 1 December. Thirty-six hours later, she sailed with almost 2,000 passengers embarked and reached San Francisco on 20 December.

Audubon began 1946 making preparations for a trip to Yokosuka, Japan. However, just before she was due to leave, her orders were cancelled; and she sailed on 11 January for the east coast of the United States. She transited the Panama Canal on 20 January and reached Norfolk, Va., on 27 January. The ship was decommissioned on 19 February 1946, returned to the Maritime Commission on 13 March 1946, placed in the National Defense Reserve Fleet, and laid up in the James River. She was sold on 9 April 1973 to the Union Minerals and Alloys Corp., of New York City, and scrapped.

Audubon earned one battle star for her World War II service.

Audwin

(MB: dp. 12.5'; l. 60'; b. 12'6"; dr. 3'6" (aft); s. 10 mph.; cpl. 9; a. 1 1-pdr., 1 mg.)

Audwin (SP-451)—a motorboat built in 1911 at Morris Heights, N.Y., by the New York Yacht, Launch & Engine Co.—was purchased by the Navy from M. C. Kimball, New York City, on 30 June 1917 and was placed in commission there on 5 November 1917, Ens. Charles Laufer, USNRF, in command.

From commissioning to May 1918, the motorboat patrolled the coastal waters of the 3d Naval District. In May 1918, she moved to the Great Lakes and spent the remainder of World War I in the 9th Naval District, operating out of Detroit, Mich. In November 1918, *Audwin* returned to New York and resumed duty in the 3d Naval District. She continued that service until 27 March



Audubon (APA-149) anchored at San Francisco, September 1945. Note that it appears that some of her 40-millimeter battery has been removed by that stage in her career. (NH 78170)

1919 when she was decommissioned and transferred to the Coast & Geodetic Survey. Her name was struck from the Navy list that same day.

Augury

(AM-149: dp. 650; l. 184'6"; b. 33'0"; dr. 9'9"; s. 14.8 k.; cpl. 104; a. 1 3", 4 40mm.; cl. *Admirable*)

Augury (AM-149) was laid down on 7 December 1942 at Tampa, Fla., by the Tampa Shipbuilding Co., Inc.; launched on 23 February 1943; sponsored by Mrs. Helen K. MacLean; and commissioned on 17 March 1943, Lt. A. G. Wood, USNR, in command.

After fitting out, *Augury* completed shakedown training out of Little Creek, Va., during the month between 8 April and 8 May 1943. On 10 May, she got underway as part of the escort for a convoy bound for the west coast. She and her charges arrived in the Canal Zone on 19 May, transited the Panama Canal soon thereafter, and continued on up the western coast of North America. The minesweeper entered port at San Francisco, Calif., on 2 June and remained there until the 22d. Resuming her journey on the latter day, she shaped a course for Alaskan waters. *Augury* arrived at Kodiak, Alaska, on 29 June and reported for duty with Task Force (TF) 91. For the remainder of her career with the United States Navy, the minesweeper plied the waters surrounding the Aleutian Islands escorting ships between such ports as Kodiak, Dutch Harbor, Adak, Amchitka, Attu, Shemya Island, and Chernofski and conducted minesweeping operations in the bays, inlets, and passes along the archipelago.

On 23 June 1945, *Augury* began four weeks of familiarization training for a crew of Russians in preparation for the warship's transfer to the Soviet Union. On 18 July 1945, *Augury* was decommissioned and simultaneously transferred to the Soviet Navy under the terms of the lend-lease program. Commissioned as *T-524*, she was retained by the Soviet Union indefinitely. Her name was finally struck from the Navy list on 1 January 1983.

Augusta

A city on the eastern border of Georgia located about half way between Savannah and the North Carolina border. Augusta is the seat of government for Richmond County.

A city in southwestern Maine on the Kennebec River. It is both the state capital and the seat of government for Kennebec County.

The first three *Augusta*'s were named for the city in Georgia while the fourth was named for the capital of Maine.

I

(Brig: cpl. 100; a. 10 6-pdrs., 4 other guns)

The first *Augusta*—a brig purchased by the Navy on 30 June 1799 at Norfolk, Va.—was fitted out at Marcus Hook, Pa., by the Naval Constructor Joshua Humphreys and was placed in commission sometime late in 1799, Lt. Archibald McElroy in command.

In December, she put to sea in company with a convoy bound for the Caribbean, arrived in the West Indies by early 1800, and began cruising in search of French vessels operating there. On 21 January 1800, the brig and her consort, *Herald*, encountered and captured the 6-gun privateer schooner *La Mutine* off Puerto Rico. Later that spring, she cruised the coast of what is now Haiti operating against the French in conjunction with the forces under Toussaint L'Ouverture.

June 1800 was her most active month. On the 3d, the brig fell in with two French schooners, *La Jeanne* and *La Victoire*, off Jacmel. She captured both vessels and sent them into port to be adjudicated by a prize court. On 24 June, while cruising in company with the frigate *Boston*, *Augusta* joined her larger colleague in capturing *L'Espoir* and sent the prize into Boston, Mass., for adjudication by an admiralty court.

Her last captures in the undeclared war with France came on 28 July 1800 near the town of Aux Cayes (now known more often as simply Cayes, Haiti). In cooperation with Toussaint L'Ouverture's schooner *General Dessalines*, *Augusta* sent boat crews into the bay to cut out two French brigs—the names of which have not survived. The expedition succeeded, and the two brigs were sent into port. Thereafter, she continued to cruise West Indian waters in search of French vessels, but apparently made no further captures. No date is known for her return to the United States; however, she was laid up in Norfolk by mid-March 1801. She was sold later that year, probably sometime between 1 April and 30 June.

II

(SwStr: t. 1,310; l. 220'; b. 35'4"; dph. 21'10"; dr. 14'3"; s. 11 k.; cpl. 157: a. 8 32-pdr. sb., 1 12-pdr. r.)

Designed and constructed by the noted American shipbuilder, William Henry Webb, the second *Augusta* was completed in 1853 at New York City and operated out of that port carrying



The sidewheeler *Augusta*, in a view possibly taken at Gibraltar during her 1867 European cruise. (NR&L(O)-18861)

passengers and freight for the New York and Savannah Steam Navigation Co. on runs to Savannah and New Orleans. Early in the Civil War, as the Union Navy was expanding its fleet for the Herculean task of blockading the Confederate coast, the Federal Government purchased the side-wheeler at New York on 1 August 1861. She was fitted out for naval service by the New York Navy Yard and commissioned there on 28 September 1861, Comdr. Enoch Greenleaf Parrott in command.

A part of Flag Officer Du Pont's newly established South Atlantic Blockading Squadron, *Augusta* was assigned to the task force then being formed to capture a naval base on the Confederacy's Atlantic coast somewhere within the new squadron's jurisdiction which stretched from the Florida Keys to the border separating North and South Carolina.

Augusta departed New York on 16 October, reached Hampton Roads two days later, and remained there while the other warships of Du Pont's fleet assembled. When she sortied with them on the 29th, the captain of each ship carried sealed orders to be opened only in the event of the force's separation. While the fleet of some 75 ships slowly sailed south, a storm arose in the wee hours of the 31st, shortly after *Augusta* passed Cape Hatteras. By 3:30 that afternoon, the wind had increased so greatly in violence that Du Pont signaled the commanding officer of the other vessels that they were free to leave the formation and to proceed in whatever manner seemed most conducive to safety. While suffering varying amounts of damage as they battled the tempest, some vessels were forced to turn back; two transports went to the bottom; but most continued on toward their original objectives.

As she proceeded south, *Augusta*—which had been steaming on the starboard flank of the transports—managed to weather the hurricane; and the wind had abated by the time she passed Charleston on 3 November. The next day, she reached an anchorage just off the bar outside Port Royal harbor. Two days were then spent in charting the nearby waters—from which all aids to

navigation had been removed; in making reconnaissance probes to feel out the Confederate defensive forces and to locate their guns; and in seeing that the commander of each unit clearly understood his role in the forthcoming attack.

For the invasion, Du Pont divided his warships into two groups: a main squadron which was to bombard the Southern forts that defended the harbor and a flanking squadron which was to parry any attempted counter thrust by the Confederate fleet. *Augusta* was the last of the five ships composing the flanking group.

Fort Walker on Hilton Head—the stronger of the two defensive works protecting the harbor—was some two and one-half miles across the water to the southwest from Fort Beauregard on Bay Point. Since this distance was great enough to prevent the guns of one fort from effectively supporting those of the other, Du Pont decided to engage the Southern positions, one at a time, beginning with the stronger, Fort Walker. Having learned that most of its guns faced south, the flag officer had his main squadron steam by the Hilton Head shore along a counterclockwise, elliptical path which kept its warships out of effective range of the Confederate batteries. Then, when it had reached a point beyond the traversing limit of these guns, this squadron began a turn to port along a wide arc which closed the shore as the Union ships opened fire on the fort and steamed back in the direction from which they had come. This maneuver prevented most of Fort Walker's cannon from getting into action while leaving them almost completely exposed to the Federal salvos.

Meanwhile, Du Pont's flanking squadron—including *Augusta*—followed the main group into the harbor and took station to the northwest of this ellipse in position to turn back any Southern warships which attempted to enter the fray. They did not have long to wait. The small Confederate squadron—commanded by Flag Officer Josiah Tattnall, CSN—soon steamed out and opened fire on *Augusta* and her consorts. However, the Union ships answered with a barrage that soon convinced Tattnall that his ships had more than met their match and compelled him to with-

draw into Skull Creek. Nevertheless, Tattnall's ships did aid the Southern cause by ferrying Fort Walker's troops from Hilton Head to the mainland.

After driving off the Confederate squadron, the warships of Du Pont's flanking squadron joined in the bombardment of Fort Walker. When *Penguin* was disabled by a shot from Hilton Head, *Augusta* took her in tow and enabled her to resume firing.

Unable to withstand the Union shelling, the Confederates evacuated Fort Walker which was soon occupied by Northern sailors and marines. Du Pont then turned his attention to Fort Beauregard across the harbor and soon had it too in his hands.

Immediately after the battle, Du Pont ordered *Augusta* to sail for Savannah. She arrived off that port that same day, and reestablished the blockade which had been open since 1 November when the hurricane had blown *Savannah* and *Monticello* out to sea. At the end of the second week of November, she accompanied *Flag* on a reconnaissance of Tybee Island, which guarded the entrance to Savannah Harbor and found it to be abandoned. On the 18th, she reconnoitered Wassau Sound and reported that it must be covered if the blockade of Savannah were to be effective. Finally on the last day of November, *Augusta* aided *Savannah*, *Flag*, *Pacohontas*, *Seneca*, and *Seminole* in taking *E. J. Waterman* after that Charleston schooner had run aground on Tybee Island.

The next day, 1 December, Du Pont ordered *Augusta* to Charleston for blockade duty, and she spent much of the next year and one-half as the flagship of the senior Union naval officer off that strongly defended city, the "birthplace of secession." On the 6th, she took the British blockade runner *Cheshire*, of and from Liverpool, some 12 miles southeast of Tybee light. She towed the captured vessel as far north as Charleston and then sent her on to New York under a prize crew for adjudication.

On New Year's Eve, she captured *Island Belle* about 12 miles southeast of Bull's Island light. Laden with sugar and molasses, that 166-ton schooner of Nassau, New Providence, had departed Trinidad de Cuba ostensibly bound for Baltimore under English colors. However, the vessel—which had been built at Charleston earlier that year under the name, *General Ripley*—was heading straight for Bull's Bay. Since her British registration—dated 11 November 1861—seemed to be a subterfuge and her clearance was obviously spurious, Parrott sent the prize to New York.

One of *Augusta*'s more interesting experiences during the war occurred on the morning of 13 May 1862 when the Confederate armed steamer *Planter* steamed out of Charleston harbor. This vessel had been used by the Confederate Army as a transport and dispatch boat. While the *Planter* had been moored to a wharf in Charleston and her captain was ashore, her pilot—a slave named Robert Smalls—had embarked his family and a few friends and quietly slipped out to sea. When *Planter* had passed beyond range of the last Southern gun, Smalls lowered her Confederate colors and hoisted a white flag, before steaming up to the Union clipper ship *Onward* and surrendering. His brave deed brought freedom to himself, seven other black men, five women, and three children. The following day, Parrott—the senior naval officer of Charleston—sent *Planter* to Port Royal where Du Pont took her into the Union Navy.

On the night of 24 and 25 May, the inbound steamer *Kate* dashed past the Union blockaders off Charleston but ran ashore under the protection of Confederate guns. In the morning, *Augusta* and *Pocahontas* tried to destroy the blockade runner by gunfire; but heavy seas and fire from Southern shore batteries prevented their succeeding. During the half-hour the Union ships were under fire, Confederate shells passed overhead and between *Augusta* and *Pocahontas* but none scored. On the other hand, although raised to their maximum elevation, the Union guns were unable to reach shore. This failure dramatically demonstrated *Augusta*'s need for heavier guns.

The following day, *Augusta* and *Huron* chased a runner named *Cambria*. *Huron* captured that steamer which had departed Nassau, cleared for St. John, New Brunswick, but was obviously headed for Charleston.

On 18 June, Du Pont ordered Parrott to move to Wassau Sound where *Augusta* labored to close that approach to Savannah until *Flag* relieved her at the end of the first week of July. Parrott then took his ship back to Charleston and by mid-month was again the senior officer blockading that strategic port.

But her hard service had taken a toll on *Augusta* and had been especially hard on her engines. On 5 August, Lt. Daniel Ammen—who had recently participated in a survey of the ship—felt that

repairing her might well cost more than constructing a new ship. Instead of repairing her, he suggested that her bow be reinforced so that she could be used as a ram to destroy *Atlanta*, a Southern ironclad ram at Savannah. This recommendation was not followed—probably because the Union Navy still needed more warships for blockade duty, and because *Augusta* had established a wide reputation for her outstanding sea-keeping ability. Instead, on 27 August, Du Pont sent her North for repairs. In his orders to Parrott, Du Pont—now an acting rear admiral—expressed his "... very sincere approbation and appreciation of the services rendered by *Augusta* on this station." He went on to point out that "... no vessel has seen more outside blockade service and has been less in port, and whose fires have been so seldom drawn."

Two days later, *Augusta*—towing *Seneca*—departed Port Royal. Upon her arrival at Philadelphia on 3 September 1862, Parrott commented, "The *Augusta* is the best sea boat I have ever seen; is fast, and, having very little motion, the steadiness of her decks aids very much the accuracy of her fire. I think her well worthy of an improved battery and a thorough outfit." The ship was decommissioned on 17 September 1862, and the Philadelphia Navy Yard gave her a speedy overhaul so that she might get to sea in pursuit of the Confederate commerce raider *Alabama* which had recently been preying upon Union shipping in the North Atlantic.

Recommissioned on 31 October 1862, *Augusta* received orders the next day to get underway for a cruise "... via Bermuda and St. Thomas through the Windward Islands and along the coast of South America ..." to seek out and to destroy Capt. Raphael Semmes' elusive cruiser. However, some ghosts or gremlins must have been left over from her Halloween recommissioning ceremony for engine trouble kept her in port and others went out instead.

On 5 November, *Augusta* was assigned a different mission, convoy duty for a group of transports which were to carry Army troops to the Gulf of Mexico to reinforce those already there under Major General Benjamin F. Butler. Four days later, General Nathaniel Banks received orders to command these troops and upon arrival at New Orleans, to relieve Butler in command of the Department of the Gulf.

When she was finally ready for sea, *Augusta* proceeded to Hampton Roads and there awaited Banks' transports. The convoy, which was not complete until early in December, sortied from the Virginia capes on the fourth. While the Union ships were en route south, a fierce storm partially dispersed them; but *Augusta* managed to remain with most of Banks' transports. This group arrived at Ship Island, Miss., on the 13th.

After Parrott had delivered his charges, *Augusta* headed back to the east coast. At the request of General Banks, she touched, en route, at Havana, Cuba, and at Key West to inquire about the stray ships of the convoy that had not yet reported. She also replenished her coal bunkers at the latter port; but, before she could resume her voyage to Port Royal to rejoin her squadron, she received new orders from Rear Admiral Theodoros Bailey.

On 22 December, Cornelius Vanderbilt's California mail steamer *Ariel* had steamed into Key West with word that—as she was steaming from New York toward Panama, she had been captured off the coast of Cuba by CSS *Alabama* and had been released on ransom. Her master had urged that the Navy henceforth escort *Ariel* and her sister mail steamers, especially those heading north from the isthmus with shipments of bullion from the California gold fields. On Christmas Day, Bailey directed Parrott to proceed to Aspinwall and to offer convoy or such other assistance to such steamers as may be necessary.

Augusta got underway immediately and, after completing this important mission, finally reported for duty to Du Pont at Port Royal on 18 January 1863. Following coaling and replenishment, she sailed for Charleston to relieve *Rhode Island* on blockade duty.

On the 29th, her boat crews joined those of *Housatonic* in assisting officers of *Unadilla* in refloating the iron-hulled screw steamer *Princess Royal*. *Unadilla* had forced her aground while that blockade runner was attempting to slip into Charleston with a cargo of arms and ammunition as well as an unrecorded number of large rifled naval guns and two powerful steam engines slated to be installed in Southern ironclads then under construction.

In the early morning fog of the last day of January, the Confederate ironclads *Chicora* and *Palmetto State* steamed out of Charleston and attacked the Union blockading fleet. *Palmetto*

State rammed and fired into *Mercedita*, reducing that Federal screw gunboat to "... a sinking and perfectly defenseless condition." Meanwhile, *Chicora* engaged *Keystone State*. One round burst the Northern side-wheeler's boiler, releasing scalding steam which killed one officer and 19 men and disabled another score of bluejackets.

When the Southern warships first emerged, *Augusta* was "... lying off the Swash Channel and saw flashes to the southward and westward and heard a few reports." Since gunfire at night was not unusual, Parrott concluded that some vessel was probably attempting to run the blockade. He followed long-standing instructions and kept *Augusta* on station, on the lookout.

At the first sign of dawn, *Quaker City*, next in line to the southward of *Augusta*, got underway and began firing. Parrott soon saw black smoke rising in the direction of the action, signaled the senior officer present—in *Housatonic*, next in line to the northward—that an enemy was present, and stood to the southward. A short while later, the two Southern ironclads passed successively between *Augusta* and the shore. During the exchange of fire, a nine-inch Southern shell entered *Augusta*'s starboard side, passed just above her boiler, and lodged in her port side. *Housatonic* and *Memphis* also engaged the Confederate ironclads before the secessionist warships retired into the entrance to Maffitt's Channel.

But for occasional short runs to Port Royal to replenish her provisions and to refill her coal bunkers or to tow vessels to other points within the limits of her squadron, *Augusta* labored into the summer to tighten the blockade of Charleston during the ensuing months. Then, on 5 July, Du Pont—who was to be relieved of command of the South Atlantic Blockading Squadron by Rear Admiral Dahlgren—ordered Parrott "... to prepare the *Augusta* for sea, as I propose to go to the Delaware in your vessel." The transfer of command took place the next day on board the *Wabash* and, once Du Pont had embarked in *Augusta*, she sailed for the Delaware capes. After dropping off her former squadron commander at New Castle, the steamer proceeded upstream and arrived at the Philadelphia Navy Yard on 10 July.

The next day, Secretary of the Navy Gideon Welles wired Commodore Cornelius K. Stribling, the commandant of the Philadelphia Navy Yard, orders for *Augusta* "... to make a cruise to the fishing banks" CSS *Florida*—commanded by Comdr. John N. Maffitt—had recently been terrorizing Union shipping in the North Atlantic, and *Augusta* was sent out to join in the hunt for that Confederate commerce raider. As soon as she had finished coaling, the Union steamer put to sea and spent the rest of the month looking in vain for *Florida*. His inquiries of vessels and at visited ports prompted Parrott to conclude that the Southern cruiser had left the northwestern Atlantic more than a fortnight before. Welles was also convinced that Maffitt had sought warmer waters. As a result, soon after she arrived at the New York Navy Yard on the last day of July, *Augusta* was decommissioned for the long overdue complete overhaul that had first been interrupted by CSS *Alabama*'s antics in the North Atlantic some nine months before.

The veteran steamer was not again ready for action until the following spring, and she was recommissioned on 12 May 1864, Comdr. Thomas G. Corbin in command. Assigned to the North Atlantic Blockading Squadron, she arrived at Hampton Roads on the evening of 4 June. Following brief blockade duty off Wilmington, N.C., she returned to Hampton Roads to prepare to escort the monitor *Tecumseh* to the Gulf of Mexico for Admiral Farragut's forthcoming attack on Mobile Bay. She, *Eutaw*, and the ill-fated monitor departed Hampton Roads on 5 July. The decision to send two escorts to tow *Tecumseh* proved to be a wise one, since all three ships suffered engine trouble during the voyage; but, by helping each other, the trio finally reached Pensacola on the 28th.

Augusta remained at that port undergoing repairs to her machinery while the monitor moved to Mobile Bay to participate in the historic battle on 5 August which brought her short career to a tragic close. When the yard work was finished, the steamer sailed north on 3 September and arrived back at Hampton Roads on the 12th and she entered the Norfolk Navy Yard to have her hull scraped before resuming duty. She returned to service in October and was assigned to the squadron's third division.

However, before the month ended, engine trouble forced *Augusta* to New York for repairs. Before this work could be accomplished, the Navy Department became aware of renewed and intensified threats to the security of the California mail steamers from Confederate cruisers and from groups of Southern

passengers who were plotting to seize these ships. To help in countering these dangers, *Augusta*—the only vessel available at New York for convoy duty—departed that port on the morning of 6 November in the wake of *North Star*, about two and one-half days after that steamer had sailed for Panama. Upon reaching Panama *Augusta* was to escort *North Star* back home. She arrived at Aspinwall on the morning of the 16th and, two days later, followed her charge out to sea. With great difficulty, she managed to keep *North Star* in sight for over three days; but, on the evening of the 21st, a loud and vibrant thump developed in her engine. She followed *North Star* to the Bahamas: and both ships stopped at Mathew Town, Great Inagua, in that island group. There, engineers inspected *Augusta*'s machinery and confirmed that the piston rod was loose. Nevertheless, the commanding officers of the vessels decided to proceed north. About an hour after midnight on the 25th, the loose piston and rod separated with a violent concussion. The failure irreparably cracked the cylinder, utterly disabling *Augusta*'s engine.

North Star towed her escort to Port Royal, S.C., where the two ships arrived on the 28th, and then proceeded on north alone. Comdr. Corbin was unable to arrange for a tow until the afternoon of 8 December when the Army transport *Arago* undertook the task. Bad weather plagued both ships as they fought their way northward, but they reached Hampton Roads safely on the evening of the 12th. There, General Butler forbade the master of the *Arago* to continue towing *Augusta* to New York, probably because he felt that she would be needed in the impending attack upon Fort Fisher. In some way Comdr. Corbin managed to arrange for a vessel which towed his ship to Baltimore. After she finally reached that port, *Augusta* was decommissioned on 6 January 1865.

Despite the seriousness of the ship's damage, the Navy decided to keep *Augusta* because of her outstanding sea-keeping qualities. Nevertheless, the fighting had ended before the steamer was again ready for service. By that time, the Government was cutting the Fleet back to peacetime size, so the ship remained in reserve until the spring of 1866, a year after the collapse of the Confederacy.

Augusta was recommissioned at the Washington Navy Yard on 2 April 1866, Comdr. Alexander Murray in command. A fortnight later, she received orders to proceed to New York; and she arrived at the New York Navy Yard on the 23d. On 5 May, she stood out into the Atlantic in company with the double-turreted monitor *Miantonomoh* and the side-wheel, double-ended gunboat *Ashuelot*. Two days later, *Ashuelot* left the group and set course for Boston where she embarked Gustavus Vasa Fox, the Assistant Secretary of the Navy. *Augusta* and the monitor arrived at Halifax, Nova Scotia, on the 10th and there, Murray later reported, received "... the first flow of that tide of visitors which, wherever we went, overwhelmed us." Underway again on the 18th, the two ships arrived at St. John's Newfoundland, on the 24th. *Ashuelot* rejoined the group there on 3 June.

The cruise the three ships were about to begin was undertaken to serve several purposes. First, it carried Mr. Fox to Russia as President Andrew Johnson's personal representative and as the bearer of a resolution of Congress congratulating Tsar Alexander II for his escape from the attack of a nihilist assassin. The United States also wished to express to the Tsar its appreciation for Russia's warm—albeit unofficial—support of the Union cause during the Civil War, especially of the Russian Fleet's friendly visit to Union controlled waters during the conflict.

Secondly, the cruise was made to show the world's naval powers the Nation's innovation in warship design, the monitor, and to demonstrate its ability to operate in the open sea. Finally, the operation was an effort to cultivate friendly relations with all of the nations visited—an early example of the Navy's "show-the-flag" policy.

The flotilla departed St. John's on 5 June and reached Queens-town, Ireland, on the 16th. *Ashuelot* parted from the group at that port. The two remaining warships headed for England on the 21st; and, during the ensuing year visited most of the maritime countries of Europe and, in every case, received enthusiastically friendly hospitality from royalty and commoners alike. The highlight of the cruise was the visit to Russia which began upon the warships' arrival at Helsingfors (Helsinki) on 3 August. Finland was then an autonomous duchy owing allegiance to the Tsar. Three days later, the pair reached Kronstadt, the port serving St. Petersburg and the Americans, home-away-from-home for more than a month in which they enjoyed the warmest of welcomes. The Tsar and members of the Russian royal fam-

ily visited the ships on the 9th. Lavish entertainment on board the royal yacht, sightseeing tours, and an inspection of the Russian Fleet filled the ensuing days until *Augusta* and *Miantonomoh* got underway again on 15 September and headed for Stockholm.

Besides their four days in Sweden, the Americans visited Germany—including the port of Kiel in the King of Prussia's newly acquired province of Schleswig-Holstein—France, Portugal, and Spain before they transited the Strait of Gibraltar two days before Christmas. They welcomed in the new year, 1867, at Malaga, Spain, and spent the next four and one-half months visiting the traditionally popular ports of call in the Mediterranean before departing Gibraltar on 15 May and heading home, via the Canary Islands, the Cape Verdes, Barbados, and the Bahamas. Following a week at Nassau, they began the final passage of the cruise on 17 July and moored in the Philadelphia Navy Yard on the 22d. Soon thereafter, *Augusta* was laid up in the New York Navy Yard and remained there until sold at auction on 2 December 1868 to "Commodore" Cornelius Kingsland Garrison.

Redocumented as *Magnolia* on 23 December 1868, the steamer was completely reconditioned and then operated out of New York to Charleston and Florida ports. In 1872, Garrison sold her to the Central Georgia Railway and Banking Co. for whom she continued to operate on the same route. Two years later, this corporation organized the Ocean Steamship Company as a subsidiary and gave the new firm all of its ships including *Magnolia*.

On 27 September 1877, *Magnolia* departed Savannah and headed for New York. Two days out, a severe storm arose imperiling the ship. Before dawn the next morning, the vessel began taking on water faster than her pumps could expel it. Soon the engine room floor collapsed and, by 8:00 a.m., rising water put out the boiler's fires. After a futile struggle to pump out and bail out the ship, the master ordered the crew to abandon ship. No one was lost or injured in the sinking.

III

(Yacht: t. 93; l. 103'; b. 16'; dr. 5' (mean); s. 12.0 k.; cpl. 14; a. 2 3-pdrs., 1 mg.)

Augusta—a "luxuriously furnished" wooden-hulled steam yacht designed by the noted naval architect firm of Gielow and Orr and built in 1912 by the Nelson Shipyard and Construction Co., of Harrisburg, Tex., for Camille J. Pilot (1861–1953), a prominent Houston merchant and one of the original stockholders of the *Houston Chronicle* newspaper—was acquired by the Navy under a free lease on 1 August 1917, assigned the classification SP-946, and commissioned on 11 August 1917, Ens. Norman V. Pilot, USNRF, in command.

Available records indicate that *Augusta* spent the duration of World War I on section patrol duties in the 8th Naval District, specifically operating out of Galveston, Tex., on harbor patrol, tracking the movements of shipping in that busy gulf coast port, and conducting routine training and drills, interspersed with the usual upkeep and maintenance. Decommissioned on 12 December 1918, a month and a day after the armistice was signed ending World War I, *Augusta* was simultaneously returned to her owner.

Later re-engined, *Augusta* remained in the hands of Camille Pilot until his death at the age of 92, in 1953. Shortly thereafter, the name *Augusta* disappeared from the contemporary lists of American yachts.

IV

(CL-31: dp. 9,050; l. 600'3"; b. 66'1"; dr. 16'4"; s. 32.7 k.; cpl. 735; a. 9 8", 9 5", 8 .30-cal. mg., 6 21" tt.; cl. *Northampton*)

The fourth *Augusta* (CL-31) was laid down on 2 July 1928 at Newport News, Va., by Newport News Shipbuilding and Dry Dock Co.; launched on 1 February 1930; sponsored by Miss Evelyn McDaniel of Augusta, Ga.; and commissioned at the Norfolk Navy Yard, Portsmouth, Va., on 30 January 1931, Capt. James O. Richardson in command.

Damage to one of her turbines curtailed the ship's original shakedown cruise, but *Augusta* conducted abbreviated initial training during a cruise to Colon, Panama, and back, before she was assigned duty as flagship for Commander, Scouting Force, Vice Admiral Arthur L. Willard, on 21 May 1931. During the summer of 1931, she operated with the other warships of Scout-

ing Force carrying out tactical exercises off the New England coast. In August 1931, she was reclassified a heavy cruiser, CA-31. In September, *Augusta* moved south to Chesapeake Bay, where she joined her colleagues in their normal fall gunnery drills. That employment lasted until mid-November when the cruisers disbanded and retired to their respective home yards. *Augusta* entered the Norfolk Navy Yard at that time.

At the beginning of 1932, she and the other cruisers of the Scouting Force reassembled in Hampton Roads, whence they departed on 8 January on their way to Guantanamo Bay, Cuba. *Augusta* conducted training evolutions with the Scouting Force in the vicinity of Guantanamo Bay until 18 February, when the force headed for the Panama Canal on its way to the eastern Pacific to participate in Fleet Problem XIII. She arrived in San Pedro, Calif., on 7 March but returned to sea three days later to execute the fleet problem. During the maneuvers, *Augusta* and her colleagues in Scouting Force squared off against Battle Force in defense of three simulated "atolls" located at widely separated points on the west coast. The exercises afforded the Fleet training in strategic scouting and an opportunity to practice defending and attacking a convoy.

Though the fleet problem ended on 18 March, *Augusta* and the rest of Scouting Force did not return to the Atlantic at its conclusion as was normal. In a gesture that presaged Roosevelt's retention of the Fleet at Pearl Harbor in 1940 after Fleet Problem XXI, the Hoover Administration kept the Fleet concentrated on the west coast throughout 1932 in the forlorn hope that it might restrain Japanese aggression in China. In fact, Scouting Force was still on the west coast almost a year later when the time came for Fleet Problem XIV in February 1933, and the Roosevelt Administration, which took office in March, proceeded to keep it there indefinitely. Consequently, *Augusta* continued to operate in the eastern Pacific until relieved of duty as Scouting Force's flagship late in October 1933. The heavy cruiser sailed for China on 20 October.

Steaming via the "Great Circle" route (the Northern Pacific) from Seattle to Shanghai, *Augusta* moored in the Whangpoo River, at Shanghai, on the morning of 9 November 1933. That afternoon, Admiral Frank B. Upham, Commander in Chief, Asiatic Fleet (CinCAF), broke his flag on board the newly arrived heavy cruiser, and his old flagship, *Houston* (CA-30), sailed for the United States, trailing a long homeward-bound pennant in her wake.

Soon after she broke Admiral Upham's flag and *Houston* sailed for home, *Augusta* proceeded south from Shanghai in December 1933, and, over the next few months, operated in the Philippines, interspersing training with her yearly overhaul at Cavite and Olongapo.

That spring, *Augusta* returned to China waters, "showing the flag", and then steamed to Yokohama, Japan, arriving there on 4 June. At 0730 the following morning, Admiral Upham left the ship to attend the state funeral ceremonies for the late Fleet Admiral Heihachiro Togo; *Augusta* commenced firing 19 one-minute guns in honor of the Japanese naval hero at 0830. Departing Yokohama with Admiral Upham embarked on 11 June, the heavy cruiser then visited Kobe (12 to 15 June) before she proceeded to Tsingtao, arriving there on 17 June.

Augusta remained in Chinese waters until 5 October 1934, when the heavy cruiser departed Shanghai for Guam, arriving there on the 10th. Sailing the next day, she proceeded to Australian waters for the first time, reaching Sydney on the 20th. She remained there a week, while Admiral Upham visited the capital of Australia, Canberra, on 25 and 26 October. With CinCAF back on board on the 26th, *Augusta* cleared Sydney the following day for Melbourne, arriving there on 29 October. She remained in that port, observing the centenary ceremonies for that Australian port city, until 13 November, when she sailed for Fremantle and Perth. Winding up her visit to Australia on 20 November, the heavy cruiser sailed for the Dutch East Indies.

Augusta reached Batavia on 25 November and remained there until 3 December, on which date she sailed for the fabled isle of Bali, arriving at the port of Lauban Amok on 5 December. Underway again on the 8th, *Augusta* touched at Sandakan (14 to 16 December), Zamboanga (17 to 19 December), and Iloilo (20 to 21 December), before reaching Manila on the 22d.

The heavy cruiser remained in the Philippine Islands, receiving her usual yearly overhaul at Cavite and drydocking at Olongapo, in the drydock *Dewey*, before she reembarked Admiral Upham and sailed for Hong Kong on 15 March 1935. Arriving on the 16th, *Augusta* remained there until the 25th, while

CinCAF was embarked in the yacht *Isabel* (PY-10) for a trip to Canton (17 to 20 March 1935). The cruiser's draft did not permit her to make the passage up the Pearl River to Canton. She got underway again on the 25th for Amoy and stayed there from 26 to 29 March, before she proceeded thence to Shanghai, arriving at that port city on the last day of March.

Augusta remained at Shanghai until 30 April, at which point she sailed for her second visit to Japan, reaching Yokohama on 3 May 1935. The ship remained there for two weeks, Admiral Upham disembarking on the day she arrived (3 May) and travelled by automobile to Tokyo, where he remained until the 9th, when he returned to his flagship. Steaming thence to Kobe, and arriving there on 18 May for a week's sojourn, *Augusta* sailed for China on 25 May, and reached Nanking, the Chinese capital, on the 29th.

The flagship remained at Nanking until 4 June, at which point she sailed for Shanghai, arriving the following day. "*Augie Maru*," as her crew had affectionately nicknamed her, lingered at Shanghai until 27 June, when she sailed for North China, reaching Tsingtao on the 29th. She remained at that port city, operating thence on exercises and gunnery practice, for the rest of the summer.

Augusta departed Tsingtao on 30 September for Shanghai, and arrived at her destination on 1 October, where, four days later, Admiral Orin G. Murfin relieved Admiral Upham as CinCAF. On 8 October, with the new CinCAF embarked, *Augusta* departed Shanghai for points south. Admiral Murfin transferred to *Isabel* to visit Bangkok (15 to 22 October), while he returned to the heavy cruiser to visit Singapore (24 to 30 October). Subsequently touching at Pontianak and Jesselton, North Borneo, (31 October to 1 November and from 3 to 5 November, respectively), "*Augie Maru*" visited the southern Philippine ports of Zamboanga (6 to 8 November) and Iloilo (9 to 10 November), before she returned to Manila on 11 November 1935.

While *Augusta* underwent her annual overhaul at Cavite and Olongapo, Admiral Murfin flew his flag in *Isabel* from 14 December 1935 to 27 February 1936. Soon thereafter, the heavy cruiser, again having CinCAF on board, sailed for the succession of Philippine ports and places: Catabogan, Cebu, Tacloban, Davao, Dumanquilas, Zamboanga, Tutu Bay, Jolo, and Tawi Tawi, before the ship returned to Manila on 29 March.

Underway on the last day of March for Chinese waters, *Augusta* cleared Manila on that day and arrived at Hong Kong on 2 April, remaining there until the 11th. During this time, Admiral Murfin embarked in *Isabel* for the trip up the Pearl River to Canton (6 to 8 April), returning on the latter date to reembarc in his flagship to resume his voyage up the China coast. Visiting Amoy on 12 and 13 April, *Augusta* then paused briefly at Woosung on 16 April before proceeding up the Yangtze, reaching Nanking on the following day. While *Augusta* dropped back down the Yangtze to the Whangpoo River, and Shanghai, Admiral Murfin continued up the Yangtze to Hankow in *Isabel*, thence to Ichang by commercial airliner, thence in the river gunboat *Panay* (PR-5) to Crossing 22, and finally back to Hankow and Shanghai in *Isabel*, where he rejoined *Augusta* on 4 May.

Augusta sailed for Japan on 21 May, for her third visit to that country, arriving at Yokohama on the 25th. The Asiatic Fleet flagship remained at that port until 5 June, on which day she sailed for Kobe, arriving there the following day. She remained in Japanese waters until 13 June, when she got underway for Tsingtao, arriving on the 16th.

Augusta remained at Tsingtao, operating thence on exercises and training, for two months, before she sailed for another North China port, Chefoo, on 17 August. Arriving later the same day, the ship departed Chefoo on the 21st, and returned to Tsingtao, remaining there into mid-September.

Underway for Chinwangtao, the port at the foot of the fabled Great Wall of China, on 14 September, *Augusta* reached her destination on the 15th, where Admiral Murfin disembarked to visit the old imperial city of Peiping (Peking). Following his inspection of the Marine Corps legation guard at that city, CinCAF returned to Chinwangtao by train and reembarc in his flagship on 25 September. Underway from Chinwangtao on the 28th, *Augusta* visited Chefoo (28 September) before returning to Tsingtao on the following day, 29 September 1936.

Augusta stood out of Tsingtao on the same day she arrived, however, and reached Shanghai on 1 October. At the end of that month, on 30 October, Admiral Murfin was relieved as CinCAF by his Naval Academy classmate, Admiral Harry E. Yarnell.

Shortly thereafter, with her new CinCAF embarked, *Augusta* stood down the Whangpoo River on 3 November 1936 on her annual southern cruise.

Augusta again visited a succession of ports: Hong Kong (5 to 12 November), Singapore (16 to 23 November), Batavia (25 November to 1 December), Bali (4 to 7 December), Makassar (8 to 12 December), Tawi Tawi and Tutu Bay (14 December), Dumanquilas Bay (15 December), Zamboanga (15 to 16 December), and Cebu (17 December), before she returned to Manila on 19 December. Admiral Yarnell transferred his flag to *Isabel* on 2 January 1937, when *Augusta* entered Cavite Navy Yard for repairs and alterations that included the fitting of splinter protection around the machine gun positions at the foretop and atop the mainmast. The CinCAF used *Isabel* as his flagship through March, rejoining *Augusta* at Manila on 29 March 1937.

Augusta remained in Philippine waters for the next several days, at Manila (29 March to 2 April) and Malampaya (on 3 and 4 April) before she returned to Manila on the 5th. Touching briefly at Port San Pio Quinto on 7 and 8 April, the Asiatic Fleet flagship sailed for Hong Kong on the 8th, arriving at the British Crown Colony the following day. Shifting his flag to *Isabel* for the trip to Canton, Admiral Yarnell returned to *Augusta* on 13 April, and the heavy cruiser sailed for Swatow on the 18th. The ship visited that South China port on the 19th, and Amoy the following day, before the CinCAF shifted his flag again to *Isabel* for a brief trip to Pagoda Anchorage (21 to 22 April), rejoining the heavy cruiser on the 23d.

Augusta stood up the Whangpoo River on 24 April and arrived at Shanghai that day, mooring just upstream from the city proper. She remained at Shanghai until 5 May, when she sailed for Nanking. The flagship remained at that Yangtze port from 6 to 9 May before she got underway on the latter day for Kiukiang, further up the Yangtze. Shifting his flag to *Isabel*, Admiral Yarnell then visited Hankow and Ichang in that ship, transferring thence on 22 May to *Panay* at Ichang for the voyage up the Yangtze through the gorges and rapids that lay above that port. After visiting Chungking, the CinCAF returned to Ichang in *Guam* (PR-3), where he rejoined *Isabel* for the trip to Hankow and Nanking. Admiral Yarnell eventually rejoined *Augusta* at Shanghai on 2 June 1937.

Clearing Shanghai on 7 June, *Augusta* sailed for North China, and reached Chinwangtao on the 9th, where Admiral Yarnell disembarked with members of his staff to journey to Peking by rail, where the admiral would conduct the yearly CinCAF inspection of the legation guard. The admiral rejoined the cruiser at Chinwangtao on 22 June, and the ship sailed soon thereafter for Chefoo (visiting that port on 24 and 25 June) and Tsingtao, arriving there on 26 June for the summer.

Augusta was conducting her usual training from that North China port when events elsewhere in that region took a turn for the worse. Political relations between China and Japan had been strained for some time. The Chinese attitude toward the steady and unrelenting Japanese encroachment into North China in the wake of the 1931 seizure of Manchuria was stiffening. Chiang Kai-shek, China's leader, asserted that China had been pushed too far, and launched feverish efforts to improve his nation's military posture. The Japanese eyed their giant neighbor warily.

On the night of 7 July 1937, in the outskirts of Peking, Japanese and Chinese units exchanged gunfire near the ornate Marco Polo Bridge. The incident quickly escalated into a state of hostilities in North China, with the Japanese taking Peking against little resistance by the end of July. Against this backdrop of ominous developments, Admiral Yarnell considered cancelling a goodwill visit to the Soviet port of Vladivostok, but was ordered to proceed.

Keeping a wary eye on developments in China, Admiral Yarnell sailed for Vladivostok in *Augusta* on 24 July, his flagship accompanied by four destroyers. After passing through the edge of a typhoon en route, *Augusta* and her consorts reached that Soviet port on the 28th, and remained there until 1 August, the first United States naval vessels to visit that port since the closing of the naval radio station there in 1922. As Yarnell later wrote, "The visit of this force evidently has meant a great deal to these people," as both officers and men were lavishly entertained.

Departing Vladivostok on 1 August, *Augusta* and the four destroyers sailed for Chinese waters, the latter returning to their base at Chefoo and *Augusta* returning to Tsingtao, where Admiral Yarnell continued to receive intelligence on the situation in North China and, as events developed, around Shanghai, where increasing Chinese pressure on the comparatively small

Japanese Special Naval Landing Force led to a build-up of Japanese naval units in the Whangpoo River leading to that port. The death of a Japanese lieutenant and his driver near a Chinese airfield on 9 August proved to be the spark that set the tinder box alight, as hostilities commenced within days. With considerable American interests in the International Settlement of Shanghai, Admiral Yarnell deemed it best to sail to that port to make it his base of operations. Accordingly, *Augusta* sailed for Shanghai on the morning of 13 August 1937.

Her passage slowed by a typhoon which caused the ship to reduce her speed to five knots and which produced rolls of as great as 30 degrees, in addition to wiping away the port 26-foot motor whaleboat and its davits, *Augusta* reached her destination the following day, and stood up the Whangpoo. En route to her moorings, she passed many Japanese warships, principally light cruisers and destroyers, who duly rendered the prescribed passing honors to *Augusta*'s embarked admiral.

Meanwhile, at Shanghai proper, Chinese Air Force planes, Northrop 2-E light attack bombers, had endeavored to drop bombs on Japanese positions in their portion of the International Settlement. They fell short and caused extensive damage and heavy loss of life in the neutral portion of the settlement. One plane, having retained its bombs, proceeded down the Whangpoo and dropped two bombs near *Augusta*, the missiles exploding in the water off the flagship's starboard bow. Soon thereafter, painters ascended atop *Augusta*'s three main battery gunhouses and painted large American flags to identify more clearly the ship's nationality, and, thus, her neutral character.

On 18 August, *Augusta* unmoored and shifted further upstream and moored off the Shanghai Bund, assisted in the evolution of turning 180 degrees in the stream by tugs. She would remain in that mooring, in a prominent position off the famous "Bund" into January 1938, observing the Sino-Japanese hostilities at close range.

Initially, there was the problem of evacuating Americans from the war zone. American merchantmen called at Shanghai to do so, passengers travelling downstream to waiting steamships on the Dollar Line tender guarded by sailors from *Augusta*'s landing force. The flagship's marine detachment, meanwhile, went ashore to aid the 4th Marines in establishing defensive positions to keep hostilities out of the neutral enclaves. On 20 August 1937, while the flagship's crew gathered amidships on the well deck for the evening movies, a Chinese anti-aircraft shell landed amongst the sailors, killing one and wounding several. Ten days later, Chinese planes bombed the American Dollar Line SS *President Hoover* off the mouth of the Whangpoo, with one death and several wounded. American ships ceased calling at Shanghai as a result, and Admiral Yarnell's attempts to get a division of heavy cruisers to carry out the evacuation met resistance from President Franklin D. Roosevelt.

At Shanghai, *Augusta*'s officers and men found themselves with grandstand seats at an Asian war. Her moorings proved a splendid vantage point from which Americans could size up the Japanese Navy, and how well its ships and planes operated, an opportunity not lost on Admiral Yarnell, who sent insightful intelligence reports back to Washington, striving to alert the United States Navy to the character and capabilities of the navy many regarded as the future enemy.

On 12 December 1937, Japanese naval planes sank the gunboat *Panay* and three Standard Oil tankers north of Nanking, in the Yangtze River. Soon thereafter, the ship's survivors arrived at Shanghai in *Panay*'s sister ship, *Oahu* (PR-6), which moored alongside *Augusta* on the 19th. They spent Christmas with *Augusta*'s crew.

On 6 January 1938, *Augusta* departed Shanghai for the Philippines, for her yearly overhaul period. Admiral Yarnell, however, his presence in China deemed necessary to uphold American prestige in the Orient, remained in Shanghai with a token staff on board *Isabel*. He ultimately rejoined *Augusta* when she returned to Shanghai on 9 April 1938, after her yearly overhaul.

Proceeding north along the China coast, *Augusta* visited Tsingtao (12 to 13 May) and Chefoo (14 May) before she arrived at Chinwangtao on 15 May. There, Admiral Yarnell disembarked and entrained for Tientsin and Peking, inspecting the marine detachments in both places before ultimately returning to Chinwangtao to reembarc in his flagship on 29 May. Proceeding thence via Chefoo, *Augusta* reached Shanghai on 6 June; the CinCAF transferred his flag to *Isabel* on 23 June, and sailed for Nanking and Wuhu, returning to Shanghai and *Augusta* on 27 June.

Returning to Tsingtao on 3 July 1938, *Augusta* operated in North China waters, between Tsingtao and Chinwangtao, for the remainder of the summer and through early October. Sailing for Shanghai on 10 October, the cruiser arrived at her destination two days later, and remained there through Christmas. She sailed again for the Philippines on 27 December 1938; once again, Admiral Yarnell remained in Shanghai with his flag in *Isabel*.

Following her yearly navy yard overhaul, and training in Philippine waters, *Augusta* visited Siam, French Indo-China, and Singapore en route back to Shanghai, making port at her ultimate destination on 30 April 1939. The heavy cruiser, again wearing Admiral Yarnell's flag, lay at Shanghai until 8 June, when she got underway for Chinwangtao. Arriving there on 10 June, the heavy cruiser subsequently touched at Chefoo (24 to 25 June) and Tsingtao (26 June to 16 July) before she sailed down to Shanghai, arriving on the 18th.

On 25 July 1939, Admiral Thomas C. Hart relieved Admiral Yarnell as CinCAF. The heavy cruiser then sailed for Tsingtao, on 2 August. She remained based at that North China port—she lay moored there on the day war broke out in Europe with the German invasion of Poland—through late September 1939. During this period, the ship twice visited Shanghai (5 to 7 September and 15 to 19 September), and also visited Chinwangtao, Chefoo, and Peitaiho. Late in September, Admiral Hart disembarked at Chinwangtao and inspected the marine detachments at Peking and Tientsin.

Returning to Shanghai on 12 October, *Augusta* remained there through mid-November; during this time Admiral Hart shifted his flag to *Isabel* and proceeded up the Yangtze to Nanking on an inspection trip (3 to 7 November 1939). Sailing for the Philippines on 21 November, the heavy cruiser visited Amoy en route (22 to 23 November 1939), and ultimately reached Manila on 25 November. The ship remained there through early March 1940.

Augusta operated in the Philippines through early April, visiting Jolo and Tawi Tawi. Admiral Hart wore his flag in *Isabel* during March, for cruises to Cebu, Iligan, Parang, Zamboanga, and Jolo, rejoining *Augusta* at Jolo on 19 March. Transferring his flag back to *Isabel* at Tawi Tawi two days later, Admiral Hart cruised to Malampaya Sound, ultimately rejoining his flagship on 26 March at Manila. *Augusta* then sailed for Shanghai while Admiral Hart, who had again transferred his flag to *Isabel* on 13 April, visited Swatow and Amoy, ultimately rejoining *Augusta* and breaking his flag on board the cruiser on 22 April.

Following a month at Shanghai, "*Augie Maru*" sailed for North China, visiting Chinwangtao (12 June) before beginning her cycle of training operations from Tsingtao soon thereafter. *Augusta* operated out of Tsingtao into late September. Circumstances requiring Admiral Hart on several occasions to visit Shanghai, he traveled once to Shanghai in *Isabel* and back in *Augusta*; to Shanghai in *Porpoise* (SS-172) and back to Tsingtao in *Isabel*; and one round trip to Shanghai and back in *Marblehead* (CL-12). *Augusta* departed Tsingtao for the last time on 23 September, arriving at Shanghai on the 25th.

Moving on to Manila, arriving there on 21 October, *Augusta* remained there into late November, to be relieved by her recently modernized sister ship *Houston* as Admiral Hart's flagship on 22 November 1940. *Augusta* sailed for the United States, clearing Manila Bay that same day.

On 24 November 1940, she was ordered to search the waters north of the Hawaiian chain, to investigate reports of the activity of "Orange" (Japanese) tankers in the vicinity. At this point on her way back from the Asiatic station, the cruiser encountered bad weather—heavy swells and fresh-to-strong cross winds—that rendered searching by her aircraft "impracticable." As she neared the focal point of her search (35 degrees north latitude, 165 degrees west longitude), *Augusta* darkened ship and set condition III. As she passed between the two designated points on her search, she posted special lookouts from dawn to dark. Although the visibility varied between 8 to 15 miles, *Augusta*'s Capt. John H. Magruder, Jr., estimated that his ship had swept a belt approximately 25 miles wide, maintaining radio silence until well clear of the area searched. "Weather conditions were such that fueling at sea in the area would not have been practicable." Capt. Magruder reported later, alluding to the reason why his ship had been dispatched to those waters, "and submarine operations at periscope depth would have been difficult due to the danger of broaching."

Ultimately reaching Long Beach on 10 December 1940, *Augusta* entered the Mare Island Navy Yard for a major refit soon thereafter. While *Augusta* had been serving as the Asiatic Fleet



Augusta (CA-31) anchored off Jolo, in the Philippines, 16 March 1940. Note her accommodation ladder, which faces forward; she was the only ship of the *Northampton* class that had this feature. (80-CF-21338-10)

flagship, alterations of the type accomplished in her sister ships had been deferred until her return to the United States.

During this overhaul, the ship received significant changes in her anti-aircraft battery. Four additional 5-inch guns were mounted atop the aircraft hanger; splinter protection was fitted for the 5-inch guns on the hangar and on the boat deck; interim 3-inch anti-aircraft guns were installed (ultimate armament fit called for a one-to-one replacement of these mounts with 1.1-inch guns); and Mark XIX directors were installed for the 5-inch guns. The placement of directors and rangefinders altered her silhouette, and a pedestal was fitted atop the foremast to receive a CXAM radar antenna when it became available.

Departing Mare Island on 11 April 1941, *Augusta*, her configuration altered and wearing a new paint job, sailed for San Pedro, remaining there over 12 and 13 April. She transited the Panama Canal four days later, reporting for duty with the Atlantic Fleet on 17 April. Departing the Canal Zone on the 19th, the heavy cruiser arrived at Newport, R.I., on 23 April. Admiral Ernest J. King, now Commander in Chief, Atlantic Fleet, returned from Washington, D.C., on 2 May and broke his flag in *Augusta*. The cruiser remained at Newport, serving as the administrative CINCLANT flagship (although Admiral King journeyed to Washington again during this time), through most of May, until she sailed for Bermuda on the 24th of that month. Reaching her destination on the 26th, she remained there only until the 28th, at which time she sailed for Newport once more.

Augusta remained anchored at Narragansett Bay from 30 May to 23 June, when she sailed for the New York Navy Yard. She had been chosen for special duty, the inception of which had come in the developing personal relationship between President Franklin D. Roosevelt and Britain's Prime Minister, Winston Churchill. The two leaders had sought a face-to-face meeting for some time, and Harry Hopkins (President Roosevelt's personal representative) had visited Churchill and sounded him out on the proposal as early as February 1941. The President had also discussed the idea with Admiral King earlier that spring. Original intentions had been to hold such a conference in June, but British disasters in Greece and Crete had forced a postponement until later in the summer.

Augusta had been chosen to serve as the President's flagship as early as mid-June, shortly after Admiral King had visited Roosevelt in connection with the drafting of Western Hemisphere Defense Plan No. Four. On 16 June, the New York Navy Yard commandant was informed that *Augusta* would soon require an availability for the installation of her CXAM radar and 1.1-inch anti-aircraft guns, "incident to possible future Presidential use and other urgent work." Details of the availability assignment, however, touched off a "little war" between the Bureau of Ships (BuShips) and CINCLANT. Since BuShips had no word concerning the President's plans, they issued orders to hold *Augusta* at New York Navy Yard for extended repairs. On 22 June, Admi-

ral King informed BuShips, however, that alterations to the heavy cruiser "for possible use by the President were initiated by the Commander in Chief, Atlantic Fleet, after conversations with the President" and that the alteration should be limited to accomplish only "essential" items. *Augusta* remained in the yard at New York from 23 June to 2 July, after which time she resumed operations along the eastern seaboard, in waters off Hilton Head and Charleston, S.C. (4 to 5 July), Hampton Roads (6 to 7 July) before she returned to Newport on 8 July. She remained there into August.

During that time, details for the meeting between President Roosevelt and Prime Minister Churchill were worked out and plans set in motion to bring it to pass. While Churchill was making the Atlantic crossing in the modern battleship HMS *Prince of Wales*, the President was on his way; he departed Washington, D.C. at 1100 on 3 August, his ultimate destination the Submarine Base at New London, Conn., where he embarked with his party on board the Presidential yacht *Potomac* (AG-25), which, in company with her escort, *Calypso* (AG-26), soon sailed for Appogansett Bay. There the President did some fishing and entertained guests (the Crown Princess of Norway, Martha, among others). Ultimately, at 2223 on 4 August, *Potomac* anchored in Menemsha Bight, Vineyard Sound, Mass., joining *Augusta*, which had already arrived. *Tuscaloosa* (CA-37) and five destroyers lay nearby.

At 0530 on 5 August, *Potomac* came alongside *Augusta* and moored, the President and his party embarking in the heavy cruiser at 0617. For security purposes, the President's flag, however, remained in *Potomac* while she, accompanied by *Calypso*, transited the Cape Cod Canal to New England waters. A Secret Serviceman, approximating the President in size and affecting the Chief Executive's mannerisms when visible from a distance, played a starring role in the drama. Press releases issued daily from *Potomac* led all who read them to believe that "FDR" was really embarked in his yacht on a pleasure cruise.

Meanwhile, *Augusta*, accompanied by *Tuscaloosa* and their screening destroyers, stood out of Vineyard Sound at 0640, at 20 knots, passing the Nantucket Shoals lightship at 1125. Increasing speed slightly during the night, the ships steamed on, darkened. Outside of a brief two-hour period the following day, 6 August, when the formation encountered heavy fog which forced them to slow to 14 knots, the ships maintained a 20-21 knot pace for the rest of the voyage to Newfoundland. Ultimately, on the morning of 7 August 1941, *Augusta* and her consorts stood into Ship Harbor, Placentia Bay, and anchored to await the arrival of Prime Minister Churchill.

During the forenoon, the Chief Executive indulged in one of his favorite leisure activities, fishing, from *Augusta*'s forecabin. Roosevelt "caught a large and ugly fish which could not be identified by name and which he directed be preserved and delivered to the Smithsonian Institute upon return to Washington." At

1335 the President left the ship in a whaleboat to fish in the nearby waters, taking with him members of his party and his son, Ens. Franklin D. Roosevelt, Jr., USNR, an officer in the destroyer *Mayrant* (DD-403) on temporary duty as his father's aide. Later, after a somewhat less than successful fishing expedition, the President inspected the waterfront and the base development at Argentina.

On 9 August, Prime Minister Churchill arrived at Argentina in *Prince of Wales*, the arrival of the battleship viewed by the President and his party; Churchill visited the President at 1100 that day, and lunched with him in his cabin. Admiral King entertained members of the respective staffs at a luncheon in his cabin. The heavy cruiser also embarked Harry Hopkins, who had come across from England on board *Prince of Wales*. The Prime Minister later dined with the President, and ultimately left *Augusta* at 2345.

The following day, *McDougal* (DD-358) came alongside and embarked the President and his party, transporting them to *Prince of Wales* for divine services, an inspection of the battleship's topsides, and a luncheon. President Roosevelt again entertained the Prime Minister on board *Augusta* that evening. On 11 and 12 August, Prime Minister Churchill and members of his staff came on board the heavy cruiser for conferences with the President and his aides; from these discussions emerged the famed "Atlantic Charter." On the latter day, the final draft of the "Eight Points" of the charter was completed. With the meeting having been completed, President Roosevelt and his staff assembled on *Augusta*'s quarterdeck at 1450 on 12 August to bid Prime Minister Churchill and his staff farewell. With the ship's guard and band paraded, the parting ended with the playing of "God Save the King." A little over two hours later, *Prince of Wales* passed close aboard and rendered passing honors, after which the band stuck up "Auld Lang Syne." Soon thereafter, *Augusta* got underway in company with *Tuscaloosa* and their screening destroyers, en route to Blue Hill Bay, Maine, to rendezvous with *Potomac* and *Calypto*.

The following day, a dense fog prompted the ships to reduce speed, and the President and the members of his staff rested, preparing for the transfer to *Potomac*. The following morning, 14 August, off Cape Sable, President Roosevelt went on deck to witness the operations of the first aircraft escort vessel (later CVE) *Long Island* (AVG-1), the prototype of a ship type that the Chief Executive had avidly pushed toward development. *Long Island* launched three Brewster F2A-2s by the catapult method and six Curtiss SOCs by conventional carrier takeoff. That afternoon on board *Augusta*, Admiral King hosted a farewell luncheon for the President.

Augusta anchored at Blue Hill Bay at 1228 on 14 August, and shortly thereafter, *Potomac* moored alongside to commence the transfer of baggage and other gear, ultimately casting off at 1418 for passage to Rockland, Maine.

Augusta returned to Narragansett Bay on 15 August, and remained there for ten days, putting into the New York Navy Yard soon thereafter. She returned to Newport on 29 August. Admiral King retained *Augusta* as his flagship through the autumn, while she operated between Newport and Bermuda. During this time, she also briefly embarked Secretary of the Navy Frank Knox.

The day of the Japanese attack on Pearl Harbor, 7 December 1941, found *Augusta* moored at buoy 7, Newport. From that day until the 11th, she operated out of Newport; she remained in port until 11 January 1942. During this time, on 5 January 1942, Rear Admiral Royal E. Ingersoll (one of *Augusta*'s former commanding officers) relieved Admiral King as Commander in Chief, United States Atlantic Fleet.

Augusta stood out of Newport on 12 January, en route to Casco Bay, Maine, via the Cape Cod Canal. She arrived the next day, and after conducting training exercises, returned to Newport on 17 January. Rear Admiral Ingersoll shifted his flag from *Augusta* to *Constellation*.

On 19 January, *Augusta* got underway for Bermuda, arriving two days later and joining Task Group (TG) 2.7. She operated with this unit when it proceeded to Martinique to conduct a "show of force" between 22 February and 4 March, and returned to Shelley Bay, Bermuda, on 5 March.

As part of TG 22.7—consisting of *Ranger* (CV-4), *Savannah* (CL-42), *Wainwright* (DD-419), *Lang* (DD-399), and *Wilson* (DD-408)—she stood out on 13 March to patrol the waters of the Caribbean. The destroyers *Hambleton* (DD-455) and *Emmons* (DD-457) joined the formation on 15 March, and the following day

Augusta was detached and, with *Hambleton* and *Emmons*, steamed to New York. While on passage, *Augusta* sent *Hambleton* to investigate a dim flashing light abaft her starboard beam during a heavy storm on 18 March. The destroyer rescued six survivors of the stricken Honduran steamer *Ciepa*, and re-joined *Emmons* and *Augusta* after nightfall.

Augusta made landfall at New York on 19 March, and the heavy cruiser underwent repairs and alterations until 7 April, when, along with *Wilkes* (DD-441) as escort, she sailed for Newport. The next morning, *Wilkes* was rammed by the steamer *Davilla* and was forced to proceed on one engine to Boston. *Augusta* steamed on alone to Casco Bay, arriving on 8 April. On 14 April, in company with destroyers *Corry* (DD-463) and *Aaron Ward* (DD-483) as escorts, she conducted experimental firings of turret guns against a drone simulating a torpedo plane approach, and returned to Casco Bay that night.

Two days later, escorted by *Macomb* (DD-458), she transited the Cape Cod Canal and touched at Newport. Joining Task Force (TF) 36 there, of which *Ranger* was flagship, the cruiser departed on 22 April for Trinidad. A minor collision between *Hambleton* and *Ellyson* (DD-454), and frequent submarine scares, accented the voyage. Oiler *Merrimack* (AO-37) joined the task force on 28 April and fueled almost all of the ships, with *Augusta*'s scout planes maintaining an air patrol during the dangerous fueling evolution. *Ranger* launched 68 Army P-40 fighters on 10 May, the planes bound for Accra, on Africa's Gold Coast, where all landed safely.

The formation arrived at Trinidad on 21 May, where *Augusta* fueled before putting to sea with the task force the next day bound for Newport. On 26 May, *Augusta* and *Corry* were detached and proceeded together to Hampton Roads, anchoring there on 28 May. Two days later, Rear Admiral Alexander Sharp hoisted his flag on board *Augusta* and assumed command of TF 22. With *Corry* and *Forrest* (DD-461) as escorts, the heavy cruiser sailed on 31 May for Newport, arriving on 1 June and leaving the next day with *Corry* for calibration of radio direction finders in waters west of Brenton Reef Lightship. *Ranger* joined the two ships the same day and all proceeded to Argentina, Newfoundland, arriving there on 5 June. With *Ellyson* and *Corry*, she formed an antisubmarine screen off Argentina on 17 and 18 June, and two days later joined TF 22 steaming through heavy fogs to Newport, mooring on 22 June.

Augusta sailed south to New York for overhaul, arriving on 24 June. Completing repairs by 29 June, *Augusta* moved to Newport the following day, and on 1 July sortied with TF 22 for the Gulf of Paria, Trinidad, and arrived on 6 July. The formation departed two days later, *Ranger* completing her second ferry mission with Army aircraft, launching 72 Army planes off the coast of West Africa. Another reinforcement successfully accomplished, the task force reached Trinidad on 30 July.

The heavy cruiser then proceeded to Norfolk and moored there on 5 August for limited availability. On 18 August, she conducted short range battle practice and night spotting exercises in Chesapeake Bay, and training continued until *Augusta* sortied with *Ranger*, *Corry*, *Hobson* (DD-464) and *Fitch* (DD-462) on 23 August, arriving at Newport two days later and returning to Norfolk with *Corry* on the last day of August. The task group also carried out gunnery training, shore bombardment, and anti-aircraft defense exercises off the Virginia capes from 7 to 11 September, and further training between 28 September and 1 October in Chesapeake Bay.

On 23 October 1942 Rear Admiral H. Kent Hewitt came on board *Augusta* and broke his flag as Commander, TF 34. Major General George S. Patton and Rear Admiral John L. Hall, Jr. also came on board the same day for passage to North Africa. *Augusta* stood out on 24 October with TF 34, steaming for French Morocco and her participation Operation "Torch."

Arriving off Fedhala, French Morocco, on 7 November, *Augusta* went into general quarters at 2200. During the pre-dawn hours of 8 November, the initial landings met with stiff opposition. At 0630, *Augusta* catapulted two Curtiss SOC scouting planes aloft, and at 0710 opened fire with her 8-inch guns at shore batteries. The nearby light cruiser *Brooklyn* (CL-40) supported *Augusta*'s barrage, dodging near misses from enemy guns. A brief lull at 0730 permitted *Augusta* to launch her remaining two SOCs, but 10 minutes later the enemy guns opened up again; several near misses fell within 50 to 100 yards of *Augusta*, the whistle of oncoming shells plainly audible to those on her bridge.

Augusta shortly left at flank speed to intercept an enemy

force of two light cruisers and four destroyers north of Casablanca. Closing the range at 0915, *Augusta* opened fire with her 8-inch battery on one enemy cruiser, barring the Vichy ship's passage and turning it back into Casablanca harbor by 0950. *Augusta* returned to her station to assist *Brooklyn*, firing on shore batteries. In the sortie of French ships from Casablanca harbor, the large destroyers *Le Brestois* and *Le Boulonnais* attempted a torpedo attack on *Augusta* and *Brooklyn*. *Augusta*'s main battery gunfire sank the latter, and forced the other away in a damaged condition; she sank later that day. Other Vichy ships attempting to escape were forced back into the harbor by 1122, and firing ceased for a time. Around noon, *Augusta* turned back the light cruiser *Primaquet*'s attempt to sortie, scoring an 8-inch hit on the French ship's turret 3. Vichy ships tried to sortie at 1305, only to be blocked and forced to retreat by 1350.

Augusta spent the following day, 9 November, patrolling south and southwest of the transport area off Casablanca, and continued that patrol through 10 November. At 1135 on that day, she opened fire with her 8-inch guns on an enemy destroyer, straddling her and forcing her to retreat. Ten minutes later, *Augusta* was unexpectedly taken under fire by the French battleship *Jean Bart*, reportedly "gutted by fire" and harmless. Geysers of water from near-misses erupted about *Augusta* and drenched the cruiser with yellow-dyed spray, but American carrier planes bombed *Jean Bart* later in the day and silenced her for the remainder of the campaign.

A cease-fire agreement was signed by Allied forces with the French on 11 November, bringing the operation to an end, and opening Morocco to the Allies. *Augusta* departed on 20 November with TF 34, her part in the operation over. She touched at Bermuda on 26 November enroute to Norfolk, arriving at the latter port four days later. There, Rear Admiral H. K. Hewitt left the ship, and TF 34 was dissolved. *Augusta* stood out of Norfolk on 9 December for extended overhaul at New York, during which time her antiaircraft battery was significantly improved. That period of yard work completed, *Augusta* proceeded to Newport, anchoring there on 15 February 1943.

Refresher training took *Augusta* to Casco Bay two days later. She conducted air operations with her four scouting planes off the coast of Maine, and on 24 March conducted experimental fragmentation test shots, operating with *Ranger* on 26 to 28 March. She concluded that part of her training with night illumination exercises on 30 March and night battle practice the next day.

Augusta stood out on 2 April with TF 22, the flagship *Ranger* joining the formation on 4 April, and arrived at Little Placencia Harbor, Argentina, on 5 April. From 13 to 18 April, the heavy cruiser operated with *Ranger*, carried out antiaircraft practice on 22 April, and conducted flight operations with her own planes from 30 April to 1 May.

In company with TG 21.7, *Augusta* sailed on 6 May, under orders to escort RMS *Queen Mary* to New York. *Augusta* rendezvoused with the huge liner on 9 May, and after seeing her safely into the swept channel, moored at New York on 11 May. Her mission accomplished, the heavy cruiser returned to Argentina with her task group, arriving on 17 May, and engaged in further local operations through June.

Augusta closed TF 68 on 20 July and began escorting Convoy AT 54A across the submarine-infested Atlantic to the Clyde. After an uneventful passage, the convoy arrived at Greenock, Scotland, on 26 July, and *Augusta* continued as escort on the return voyage, relinquishing command as the convoy neared American waters, and proceeding with *Hilary P. Jones* (DD-428) to Argentina, arriving on 8 August. She left the next day with *Hilary P. Jones* for Halifax, Nova Scotia, to rejoin TF 22, reported for duty on 10 August, and departed on 11 August for Scapa Flow, in the Orkneys. The British Admiralty assumed operational control of the task force, renaming it TG 112.1, as the ships neared Scotland. *Augusta* moored at Scapa Flow on 19 August, reporting to the British Home Fleet the same day.

Augusta operated with units of the Home Fleet on 23 August and departed with HMS *London* for Hvalfjörður, Iceland, arriving the next day. She acted as covering force for training exercises with HMS *London* and HMS *Impulsive* off Iceland from 2 to 10 October, and conducted gunnery training off Eyjafjörður, Iceland on 19 October.

While returning to Scapa Flow, *Augusta* fired on a passing German Junkers 88 bomber at 1139 on 27 October, firing 14 rounds from her 5-inch battery until the plane passed out of

range. She moored at Scapa Flow on 31 October, proceeding to Greenock two days later, and returned to Scapa Flow on 7 November.

On 22 November she got underway with *Ranger* and other ships of the task force for Hvalfjörður, arriving two days later. Operational control passed to the United States Navy on 26 November when TF 68 stood out for Boston, *Augusta* mooring there on 3 December 1943. She remained there, undergoing repairs and alterations through the end of the year.

Repairs completed, *Augusta* departed Boston on 29 January 1944 and steamed to Casco Bay for post-overhaul training exercises. She participated in bombardment, radar, illumination, and tactical exercises with TF 22 off Maine, until steaming to Boston on 7 April for limited availability.

She left President Roads, Boston, and rendezvoused with convoy UT 11 the next day. However, she was soon detached from the convoy and escorted by *Earle* (DD-635) across the Atlantic to Belfast, Northern Ireland. Arriving on 15 April, she steamed thence to Plymouth, England, on 17 April. There, Rear Admiral Alan G. Kirk, Commander, TF 122, came on board on 25 April and broke his flag. At 1300 on 25 May, King George VI of England came on board to lunch with Admiral Kirk, and departed the same day.

In June, *Augusta* took part in the Normandy invasion, standing out of Plymouth on 5 June with Lieutenant General Omar Bradley, USA, and his staff, embarked. Closing the shore on 6 June, the heavy cruiser commenced firing at 0618, hurling 51 rounds from her main battery at shore installations. On 10 June General Bradley and his staff left the heavy cruiser to establish headquarters ashore. *Augusta* was bombed at 0357 on 11 June, but escaped damage as the bomb exploded 800 yards off her port beam. The following day, anchored as before off Omaha Beach, she fired eight 5-inch rounds at an enemy plane at 2343, driving it off. On 13 June at 0352 she sent 21 rounds of 5-inch at a German plane, and shot it down. *Augusta* drove off other aircraft and bombarded the shore with her heavy guns on 15 June, and provided antiaircraft defense to the forces off Normandy on 18 June. The next day, while underway to shift berths, she lost a man overboard when he was plucked from the ship by heavy seas.

Rear Admiral Kirk shifted his flag to the destroyer *Thompson* (DD-637) on 1 July, and *Augusta* got underway the same day for Plymouth, mooring there on 2 July. Four days later, in company with TG 120.6, she departed for Mers el Kebir, Algeria, arriving there on 10 July, only to leave two days later with *Hambleton* for Palermo, Sicily. She moored at that port on 14 July and reported to TF 86 for duty. Rear Admiral L. A. Davidson came on board and broke his flag the same day, and *Augusta* stood out with *Macomb* and *Hambleton* for Naples, arriving the next day. She carried out shore bombardment exercises on 23 July.

She returned to Palermo on 27 July and steamed to Naples the following day. She continued her training until 12 August, when as flagship for TF 86, she carried Brigadier General B. W. Chidlaw, USA, to Propriano, Corsica, arriving the following day.

On 14 August, the heavy cruiser departed the Golfe de Valinco at 1030 for Ile du Levant, southern France and the beginning of Operation "Dragon". *Augusta* arrived at 2155 at the staging area, joining the "Sitka" Assault Group. On the morning of 15 August, *Augusta* trained her main battery against targets on Port Cros Island, and fired nine rounds. At 1125 she sent six 8-inch rounds into enemy troops counterattacking on Cape Negre, and ceased fire only when endangering friendly troops. The heavy cruiser took a German strong point, an old fort on Port Cros Island, under fire at 1512 and hurled 92 rounds against it. Secretary of the Navy James Forrestal came on board at 2023 for an official visit with Admiral Davidson.

The next day, *Augusta* patrolled the "Sitka" Assault Area and Secretary Forrestal left her at 0850. The heavy cruiser fired 63 more rounds at the fort on Port Cros Island to soften it up. On 17 August, she patrolled with *Omaha* (CL-4) and poured 138 rounds from her 8-inch battery into the island fort, which surrendered that day. The following day, General Chidlaw left the ship to establish his headquarters on shore, and *Augusta* turned her fire on the remaining coastal defense batteries. She departed on 19 August for a reconnaissance-in-force of St. Mandrier Island off Toulon, France, where the battery known as "Big Willie" was located, bombarding shore installations, and returning to the "Sitka" Assault Area the same day. The Golfe Hotel, Hyeres, France, was nearly leveled by 114 rounds from *Augusta* on 20



Augusta (CA-31) off Normandy, 6 June 1944, while boats from *Anne Arundel* (AP-76) head for the beaches. A censor has retouched *Augusta's* radars, as well as certain items of equipment that appear to have been mounted in the landing boats. (80-G-45720)

Augusta. Toulon and Marseilles surrendered eight days later. On 29 August, a landing party drawn from the marine detachments from *Augusta* and *Philadelphia* went ashore on the islands of Ratonneau and Chateau d'If in the harbor of Marseilles and accepted the surrender of German forces on those islands, taking 730 prisoners.

In support of "Dragoon," *Augusta* had fired over 700 rounds of 8-inch projectiles, and had materially aided invading Allied forces. She steamed to the Gulf of San Tropez, France, on 30 August, where Admiral Davidson shifted his flag to *Philadelphia* (CL-41) and *Augusta* was detached from TF 86.

On 1 September, the heavy cruiser sailed via Propriano to Naples, where she joined Cruiser Division (CruDiv) 7. After calling at Oran, Algeria, on 6 September, *Augusta*, in company with *Tuscaloosa*, *Fitch* (DD-462), and *Murphy* (DD-603) stood out, bound for Philadelphia and an extensive overhaul.

While undergoing these repairs and alterations, *Augusta* suffered an explosion of unknown origin on 20 November in her ice machine room, which killed three yard workers and injured four crew members. Her overhaul completed, *Augusta* departed Boston on 26 January 1945 with *Rhind* (DD-404) and *Bainbridge* (DD-246), bound for Trinidad, tested her guns en route, and arrived on 31 January. In the first week of February, she conducted refresher training in the Gulf of Paria, Trinidad, polishing up on gunnery, night battle, radar, and aircraft techniques. She steamed to San Juan, Puerto Rico, calling there on 9 February. Sailing for the United States on 21 February, *Augusta*, along with the destroyers *Tillman* (DD-641), *Herndon* (DD-638), and *Satterlee* (DD-626), rendezvoused with the heavy cruiser *Quincy* (CA-71) and her screen on 24 February as that cruiser steamed back to the United States with President Roosevelt embarked, following the Yalta Conference.

After *Augusta* and her screen had covered the approach of the President to Hampton Roads, she underwent minor emergency repairs, remaining at Norfolk until 7 March when she steamed to Guantanamo Bay, Cuba, arriving there three days later. She trained off Trinidad and Curaçao until 7 April, where *Chicago* (CA-136) joined her.

Augusta returned to Norfolk on 10 April, and on 14 April, in accordance with orders from the Secretary of the Navy, half-masted her colors for a period of one month in honor of the late President Roosevelt. After a brief call at Annapolis, Maryland, she sailed north to Newport on 22 April to train 11 officers and 300 men from *Columbus* (CA-74) on a cruise. The ship conducted aircraft defense and other exercises in Long Island Sound until 27 April when she returned to Newport and disembarked the trainees.

Three days later, *Augusta* sailed for New York, and arrived there on 1 May. On 7 May, in company with *Decatur* (DD-341),

she headed for Casco Bay, where the end of the war in Europe found her, and returned to New York on 2 June. On the 13th, *Augusta* got underway to proceed back to Norfolk. She then conducted further training exercises in Chesapeake Bay until 7 July, when President Harry S. Truman, Secretary of State James F. Byrnes, and Fleet Admiral William D. Leahy boarded her, and she stood out for Antwerp, Belgium, to carry her distinguished passengers on the first leg of their voyage to the Potsdam Conference. Met by a British escort, *Augusta* arrived on 14 July, and received dignitaries, including General Eisenhower. Her guests departed the same day, and *Augusta* got underway to proceed to Plymouth, arriving there on 28 July.

On 2 August she embarked her distinguished passengers again, and received another visit from King George VI. The ship then sailed for the United States, arriving at Newport on 7 August to disembark the President. A week later she moored in Casco bay. After carrying out training at Baltimore, Maryland, she arrived at Norfolk on 11 September, and conducted exercises off the Virginia capes until steaming to Casco Bay again on 5 October for temporary duty under the direction of Commander, Operational Training Command, Atlantic, Commander TF 69. She then proceeded to New York, and participated in Navy Day observances on 27 October at New York City, where President Truman reviewed the fleet. Open to the public from 25 to 30 October, *Augusta* hosted 23,362 visitors.

On 31 October, *Augusta* moored at the New York Naval Shipyard, to be modified for "Magic Carpet" operations, bringing home American servicemen from Europe. She performed this duty through the end of the year 1945. Ultimately placed out of commission, in reserve, in a deferred disposal status at Philadelphia, on 16 July 1946, *Augusta* remained in the Philadelphia group of the Reserve Fleet until she was struck from the Naval Vessel Register on 1 March 1959. She was sold for scrap on 9 November 1959 to Robert Benjamin of Panama City, Fla., and her hulk removed from naval custody on 2 March 1960.

Augusta (CA-31) was awarded three battle stars for her World War II service.

V

(SSN-710: dp. 5,723 (surf.), 6,927 (subm.); l. 360'; b. 33'; dr. 32.3'; s. 20+ k.; cpl. 127; a. 4 21" tt., SUBROC, Harpoon; cl. *Los Angeles*)

The fifth *Augusta* (SSN-710) was laid down on 1 April 1982 at Groton, Conn., by the Electric Boat Division of the General Dynamics Corp.; launched on 21 January 1984; sponsored by Mrs. Diana D. Cohen; and commissioned at the Submarine Base,

New London, on 15 January 1885, Capt. Thomas W. Turner in command.

Augusta carried out shakedown training in the western Atlantic and in the West Indies until mid-June. On the 14th, the nuclear submarine began post-shakedown repairs at the Electric Boat yard where she was built. The availability lasted through the end of 1985 and well into the first month of 1986. She conducted trials at sea between 21 and 24 January 1986 and completed the repair period on the 26th. In February, she voyaged to the Virgin Islands for weapons certifications and technical evaluations.

She returned north to New London late in February, but early March found her on her way south again. She carried out further technical work in the Bahamas between early March and the middle of June. During the summer, *Augusta* participated in midshipmen training cruises and a fleet exercise. The nuclear submarine operated at sea in the northern Atlantic for most of October and then began a restricted availability at Groton on the 31st. Those repairs occupied most of what remained of 1986. *Augusta* was underway briefly between 15 and 22 December for sea trials; otherwise she remained at Groton. As of the beginning of 1987, the warship was still there.

Augusta Dinsmore

Probably a member of the Dinsmore family of Boston which was prominent in shipping.

(ScStr: t. 834; l. 169'; b. 32'6"; dph. 8'8"; dr. 12'6"; s. 11 k.; cpl. 70; a. 2 12-pdr. r.)

By February 1863, *Augusta Dinsmore*—a screw steamer completed in 1863 at Mystic, Conn.—was operating for the Adams' Express Co., moving up and down the Atlantic coast between Northern ports and the Union Navy's blockaders off Charleston, S.C., engaged primarily in carrying mail, passengers, and supplies to and from the South Atlantic Blockading Squadron. Sometime in the late spring or early summer, she was chartered by the Navy for the use of that squadron and departed New York on the morning of 30 June, carrying Rear Admiral John A. Dahlgren—who was to relieve Rear Admiral Samuel Francis Du Pont in command of the squadron—and new commanding officers for several warships assigned to the blockade.

The steamer arrived off Port Royal, S.C., shortly after daybreak on 4 July. Two days later, the formal change of command took place on board *Wabash*, Du Pont's flagship. Meanwhile, the Navy Department chose to buy the ship outright instead of using her for a protracted period under a charter and wrote to Dahlgren on 9 July informing him of the decision. The transaction transferring title to the ship from William B. Dinsmore to the United States Government was completed on 17 July; and, four days later, Dahlgren detached Acting Master William Hamilton from the monitor *Patapsco* so that he might assume command of *Augusta Dinsmore*. Although the steamer's commissioned service dates from Hamilton's taking command, she had already served as Dahlgren's flagship during most of the time since she had brought him from New York; and, but for a few brief interruptions when he temporarily embarked in other warships, she continued to carry out this duty through the remainder of July and most of August. While his flag flew above *Augusta Dinsmore*, the admiral directed the naval aspects of joint Army-Navy operations against the defensive works which protected Charleston harbor, particularly against Fort Wagner. These attacks finally forced the Confederate garrison to evacuate the fort secretly on the night of 6 September.

While this unrelenting Union pressure was approaching its victorious climax, the iron-hulled, side-wheel steamer *Philadelphia* had arrived off Morris Island late in August and relieved *Augusta Dinsmore* as flagship, freeing her for other duty. Dahlgren had only recently learned that the screw gunboat *Madgie* in Saint Catherine Sound—just south of Savannah, Ga.—was low on coal and in need of repairs. As a result, he sent *Augusta Dinsmore* to that station to take *Madgie's* place on guard there, and she blockaded those waters until 5 October when she was relieved by the side-wheeler *Mahaska*. Before sailing north at mid-month, *Augusta Dinsmore* embarked 149 men whose enlistments had expired. She stopped en route at Newport News, Va., for brief repairs and then continued on to New York.

After the completion of her repairs there, *Augusta Dinsmore* was reassigned to the West Gulf Blockading Squadron and sailed for Key West, Fla., on 12 December 1863. When she reported to Rear Admiral Farragut, he put her to work as a dispatch and supply ship and, for most of her remaining service, she operated out of New Orleans carrying information and materiel to warships blockading on various stations along the Texas coast. Occasionally, her discharge of this duty was interrupted by temporary blockade duty when one of the regular blockaders became disabled, and no other replacement was available. However, she always soon returned to her regular logistical work and carried out this duty faithfully.

On occasion, chance encounters with blockade runners broke the monotony of her tedious, but highly important assignment. On 16 February, Acting Master Hamilton—having learned that the cotton-and-hide-laden *Scio* was preparing to depart Brazos Santiago, Tex., in violation of the blockade—seized that British brig and placed a crew from *Augusta Dinsmore* on board the prize. However, before Hamilton could tow *Scio* across the bar to begin the voyage to a prize court, a Union Army officer "... informed him that he [the Army man] had orders not to allow the vessel to proceed to sea." On 25 February, after protracted correspondence on the subject, Hamilton received a letter from Major General Francis Jay Herron "... ordering him to release the *Scio*, which ... [Hamilton], not wishing to have a collision with the Army, did ... under protest" The matter was ultimately brought to the attention of both the Secretary of the Navy and the Secretary of War, but records of the final disposition of the case have not been found.

In the spring of 1864, Hamilton became ill and, sometime in June, Acting Volunteer Lieutenant Miner B. Crowell relieved him in command of *Augusta Dinsmore*. About daybreak on 11 September, as the steamer was proceeding generally southwest along the gulf coast from Galveston, Tex., she "... fell in with a schooner, with sails lowered down, drifting." Since the vessel—the British schooner *John*—was carrying 81 bales of cotton, Crowell "... seized her as a prize and sent her to New Orleans for adjudication"

On 28 October 1864, *Augusta Dinsmore* was making another supply run when she found herself in position to help Union screw gunboats *Sciota* and *Chocura* to capture another British schooner, *Cora Smyser*, which was attempting to slip into San Luis Pass, Tex., with an assorted cargo. *Augusta Dinsmore* continued to carry supplies to blockaders along the Texas coast through the end of the Civil War. Following the Confederate collapse, she departed Pensacola, Fla., on 5 August and sailed north. She was decommissioned at New York on 28 August 1865 and sold at public auction there on 5 September 1865.

Redocumented as *Gulf City* on 16 September 1865, the steamer remained in merchant service until she ran aground off Cape Lookout, N.C., on 11 January 1869. The wreck cost the lives of 23 persons.

Augustus Holly

(Sch)

Almost all records of *Augustus Holly's* brief naval service seem to have perished, but this schooner was purchased by the Navy at Baltimore on 13 August 1861 to be filled with stone and sunk to block one of the channels leading to Hatteras Inlet, N.C. Although she may have been used for this purpose, no report of her actual sinking has been found.

Auk

A diving bird native to the colder climates of the northern hemisphere.

I

(Minesweeper No. 38; dp. 950; l. 187'10"; b. 35'6"; dr. 9'9½" (mean); s. 14 k.; cpl. 82; a. 2 .30-cal. Lewis mg.; cl. *Lapwing*)

The first *Auk* (Minesweeper No. 38) was laid down on 20 June 1918 at New York City by the Todd Shipyard Corp.; launched on



Auk (Minesweeper No. 38), in heavy seas en route to Bermuda, attempts to take on fuel from *Black Hawk* (Destroyer Tender No. 9), 10 November 1919. Note *Auk*'s hull number (38) repeated on her bow and on her stack, and the weathered remains of the ship's single letter code, from her service in the North Sea mine clearance operation, visible beneath her bow number. (NH 45252)

28 September 1918; sponsored by Miss Nan McArthur Beattie, daughter of a Todd Shipyard foreman; and commissioned at the New York Navy Yard on 31 January 1919, Lt. Gregory Cullen in command.

Upon completion of her initial fitting out and dock trials, *Auk* proceeded to Tompkinsville, Staten Island, on the afternoon of 24 February. There, her commanding officer reported to the Commander, Minesweeping Division, 3d Naval District. On 2 March, *Auk* sailed for Newport, R.I., in company with *Curlew* (Minesweeper No. 8) and arrived there the next morning. At that port, Lt. Cullen attended a conference on board the Mine Force flagship, *Baltimore*, on the 5th. Returning to the Mine Sweeping Base at New York on the morning of the 6th, *Auk* left New York waters the following afternoon, bound for Boston.

The minesweeper, rolling and pitching heavily as the winds and seas rose, was proceeding on her coastwise voyage when, in the predawn darkness of the 0000–0400 watch on 8 March, men in the crew's compartment detected water entering their space at an alarming rate. While some of the crew bailed doggedly, others rigged a "handy billy" and, later, a wrecking pump, in an effort to cope with the flooding. Lt. Cullen, seeing that *Auk* was taking water faster than it was humanly possible to pump it out or bail it, prudently decided to seek refuge for his ship.

Auk accordingly altered course at 0905 and plunged through the rough seas and a veritable curtain of fog, while her foghorn blared its warning. She anchored that afternoon, but waves breaking over the after deck foiled attempts to rig the heavy-duty wrecking pumps into the after hold (into which the water was coming, through the rudder stock) since it was impossible to remove the hatch without allowing more water to get below in the process. Then just as the fog began to lift to the northward and the ship prepared to weigh anchor and get underway, the anchor engine jammed. Quick repairs enabled *Auk*'s men to begin the process of hoisting up the hook, but the slow rate at which it was coming up caused some second thoughts about the whole business—water was gaining in the crew's quarters.

Finally, forced to slip 75 fathoms of chain and her starboard anchor, the minesweeper got underway and eventually reached a safe haven in the lee of Montauk point.

By the next day, the weather had moderated sufficiently to allow *Auk*'s crew to pump out the flooded after compartments. While she was attempting to retrieve her lost anchor, the minesweeper received orders to discontinue the search and to proceed to her original destination. Underway as ordered, she reached the Boston Navy Yard at 1115 on the 11th and moored alongside sister ship *Oriole* (Minesweeper No. 7).

Auk remained there for over a month, undergoing repairs and fitting out for her pending duty sweeping the North Sea Mine Barrage. During this time, paravanes ("Burney Gear") were installed in the ship; and she underwent necessary upkeep. She departed the yard late on the afternoon of 14 April, standing out of President Roads to anchor for the night off Provincetown.

On the morning of 15 April, after calibrating her compasses, *Auk* got underway for the Orkney Islands, joining three of her sister ships: *Heron* (Minesweeper No. 10), *Sanderling* (Minesweeper No. 37), and *Oriole*. During their two-week passage, the ships occasionally gained an extra knot or two by hoisting trysails to catch prevailing zephyrs. All went well until two days from their destination, when steering gear casualties briefly disabled first *Heron*, and then *Auk*, each time necessitating *Oriole*'s towing them during their respective times of trouble. Ultimately, the four minesweepers reached Kirkwall, Orkney Islands, on 29 April 1919, shortly after the Minesweeping Detachment flagship, the destroyer tender *Black Hawk* (Destroyer Tender No. 9), arrived to establish the headquarters there for the ensuing operations.

Among the last of the minesweepers to reach Orkney Islands, *Auk* missed the first, experimental, mine clearance (29 April to 2 May) that proved but a preliminary to the monumental task that lay ahead. However, tragically, before she actually started operations in the minefields, *Auk* suffered the first fatality of the operation when, at 0955 on 3 May, Boatswain's

Mate 1st Class William McHaskell, while engaged in unreeling sweep wire from the drum of the anchor engine, was caught between the wrist pin bearing of the engine and the sweeping drum itself and sustained crushing pelvic injuries. Although taken to *Black Hawk* within minutes, McHaskell died soon thereafter. That evening, a board of inquiry which met to ascertain the particulars of the death of the boatswain's mate recommended that safety guards be installed on that equipment in all sweepers to prevent similar accidents.

Over the next five months, *Auk* and her sister ships—together with a group of 110-foot subchasers (SC's), supported by a truly Allied flotilla of British and American logistics and repair ships and loaned British Admiralty trawlers—carried out the dangerous task of sweeping some 55,000 mines sown in 1918 between the coasts of Scotland and Norway to bottle up the German U-boats in their North Sea lairs. *Auk* spent over 95 days on the minefields in the often "dirty" weather associated with the North Sea and, like her sister ships, encountered many frustrations that dogged the sweepers and their supporting craft as they carried out their unprecedented mission of clearing the sea lanes to permit a resumption of civilian commerce in the wake of World War I.

Underway from Kirkwall at 0600 on 10 May, *Auk* took SC-46 in tow soon thereafter and proceeded to the minefields in company with her division mates, *Oriole*, *Heron*, and *Sanderling*, each in turn towing a chaser. Misfortune, however, seemed determined to stalk *Auk*. While she was passing sweep wire to *Oriole*, the line snagged in *Auk's* propeller. Slipping the troublesome wire failed to solve the problem, so *Oriole* took her sister ship in tow; but soon turned over the towing task to *Robin* (Minesweeper No. 3), which took her disabled sister ship to Lerwick, in the Shetland Islands. There, British divers from the tender *Edna* removed the sweep on 13 May.

Auk returned to the minefields soon thereafter and teamed with *Oriole* to conduct a sweep on the afternoon of the 14th. During her first pass, she cut loose three mines, one fouling the "kite" astern and the other two fouling the line itself. Over the next few days, *Auk* carried out the repetitious task of sweeping, again in company with *Oriole*. A mine exploding nearby *Auk* on the afternoon of the 15th shook the ship considerably but apparently did no damage.

The minesweeper varied her daily routine in the minefields—which lasted into late May—by escorting SC-356 to Lerwick and back on 17 and 18 May. During the latter half of the month, *Auk* teamed with, on different occasions, *Oriole*, *Swan* (Minesweeper No. 34), or *Kingfisher* (Minesweeper No. 25). Returning to Kirkwall on 29 May, *Auk* refueled there from the British tanker *Aspenleaf*.

During June, *Auk* participated in the third clearance operation on the barrage, getting underway from Kirkwall for the minefields on 5 June and returning to port on the 27th. She broke up the routine with brief visits to Kirkwall and Otterswick (9 and 12 June, respectively), but spent most of the month on the barrage. This time around, her sweeping partners included the familiar *Oriole*, *Robin*, and *Swallow* (Minesweeper No. 4). Highlighting this operation was the shaking-up suffered by the ship when a mine exploded on 21 June. At 1827, an explosion 50 yards astern sent out shock waves that tripped the generators (plunging the engine and fire rooms into darkness) and knocked down part of the brick walls in her two boilers. Fortunately, the damage was not serious enough to incapacitate the ship; and she resumed sweeping operations the next day.

During the next two minesweeping operations that followed, *Auk* served as the flagship for the detachment commander, Capt. Roscoe C. Bulmer, a highly regarded man, revered by the men he commanded. Capt. Bulmer embarked for the first time at Kirkwall on 7 July 1919 when he broke his broad pennant in *Auk* shortly before she proceeded to sea. That day, she teamed with her old consort *Oriole* in sweeping a portion of the field that had been lain on 13 October of the previous year and, on the following day, swept in company with *Eider* (Minesweeper No. 17).

The 9th of July, however, proved a momentous day. As a chronicler of the North Sea Mine Barrage clearance wrote: "... misfortune did not rain; it poured." Exploding mines damaged three minesweepers, the tug *Patuxent*, and a subchaser. Again sweeping in company with *Eider*, *Auk* shuddered under the impact of an explosion at 0925 that, in turn, countermined another mine 25 yards off her starboard bow; in a chain reaction, a third explosion (probably caused by the second) rolled the sea 30 yards

astern, carrying away the sweep and resulting in the loss of a "kite" and 70 fathoms of precious wire as well. But all these mishaps proved but a preliminary to what transpired soon thereafter.

At 1000, an upper level mine exploded beneath *Pelican* (Minesweeper No. 27), which in turn triggered five simultaneous countermines around her. The little ship disappeared in a veritable cloud of spray that, when it subsided, revealed *Pelican*—heavily hit, battered, and holed—assuming a list before beginning to settle. As the seemingly mortally wounded minesweeper wallowed in the swells, *Auk*, with Capt. Bulmer directing the rescue operations, immediately altered course to close her stricken sister ship.

Passing a line at 1008, within 10 minutes of the explosions, she drew alongside *Pelican*. After seeing one hose line part, *Auk* passed another to aid her stricken sister ship in pumping out the rapidly rising water belowdecks. However, the rough seas repeatedly slammed the ships together, damaging lines and hoses, and forcing their replacement. At 1054, *Teal* (Minesweeper No. 23) passed a towline and began moving ahead with the crippled *Pelican*, in turn tethered to *Auk*, astern.

Eider fell in with the group as it labored ahead, securing to *Pelican's* starboard side, *Eider* and *Auk* acting much in the fashion of waterwings, keeping their sister ship afloat between them. Difficulties soon arose, however, as the ships struggled toward the Orkneys. A head sea sprang up, tossing the minecraft about and straining moorings and hose lines. Pump lines carried away and, soon thereafter—shorn of the means for keeping her afloat—*Pelican* began to settle further by the bow. The pressure of the water in the flooded forward compartments in the damaged ship now buckled and distorted the forward fireroom bulkhead—the only barrier between *Pelican* and the sea that seemed determined to claim her.

At 2300, Capt. Bulmer ordered most of *Pelican's* crew transferred to *Eider*. A dozen volunteers chosen from the crew (all had stepped forward when asked to hazard staying on board)—all that was absolutely necessary "to care for the ship"—remained on board *Pelican*. Gradually, however, the pumps of *Auk* and *Eider*, working full capacity after the lines had been repaired and again placed in operation, succeeded in lowering *Pelican's* waterline. The battle to keep *Pelican* afloat continued on into the night and into the predawn darkness, men standing by with axes to chop through the mooring lines should *Pelican* give any indication of imminent sinking.

Finally, on the morning of 10 July, the valiant little flotilla limped into Tresness Bay where *Auk's* pumps continued to help lower her sister ship's waterline even further.

Underway to return to Kirkwall at 1726, *Auk* reached her destination a little over four hours later, disembarking the indomitable Capt. Bulmer (whose seamanship many credited with having saved *Pelican*) soon thereafter. The next day, *Auk* transported Rear Admiral Elliott Strauss, Commander, Mine Force, from Kirkwall to Inverness, Scotland, before she returned thence to Kirkwall, ready to resume operations on the minefields.

Shortly after midnight on 22 July, Capt. Bulmer transferred his command pennant from *Black Hawk* to *Auk* and wore it in the ship as she teamed with *Oriole* during the detachment's fifth mine clearance operation. Capt. Bulmer disembarked for the last time at 0017 on 1 August and, tragically, just three days later suffered severe injuries in an automobile accident. He died on 5 August, and his loss was felt tremendously throughout the detachment, since his intrepid personality had stamped itself on the force and inspired it during his time in command.

Auk subsequently took part in two additional minesweeping operations that lasted through late September, drawing her participation in this epic venture to a close when she anchored at Kirkwall on 26 September 1919. During the first of these missions (mid-to-late August), *Auk* ranged as far as the coast of Norway, touching at the ports of Stavanger and Hangeand, and Bommel Fjord. During this operation, *Auk* suffered her second fatality. At 0715 on 31 August, a kite wire, jumping out of a chock, knocked Boatswain's Mate 1st Class Lee A. Singleton over the side. *Auk* immediately commenced maneuvering to pick up her lost sailor, simultaneously cutting the sweep wire, throwing over a life buoy, and hoisting the man overboard signal. Sadly, a one-hour search of the vicinity failed to turn up the missing man.

Drydocked at Invergordon on 2 and 3 September to repair damage suffered when mines exploded close aboard on 30 August,

Auk performed local tug and towing duties at Kirkwall in mid-September before resuming operations in the minefields later that month.

Ultimately, her work completed in the often inhospitable climes of the North Sea, *Auk* and her sister ships—as well as the support craft that had serviced them in one of the Navy's most formidable peacetime tasks—headed for home. Underway from Kirkwall on 1 October, *Auk* reached Plymouth, England, on the 5th, and underwent voyage repairs there until the 16th, when she left the British Isles and headed for the coast of France, reaching Brest on the morning of the 17th. After steaming thence to Lisbon, Portugal, for a brief period of upkeep alongside *Black Hawk*, *Auk* began the homeward voyage on the afternoon of 24 October.

The passage had been highlighted by her refueling at sea from *Black Hawk* while approaching Bermuda on 11 November, an event necessitated by the discovery two days before that the after peak tank had leaked salt water, thus contaminating the oil. Reducing speed to conserve fuel, *Auk* was taken in tow by *Swallow* later that day, the former hoisting sail to help in keeping on course. On the morning of the 10th, *Auk* went alongside *Black Hawk* in an attempt at underway replenishment, only to have the fuel hose carry away and foul the minesweeper's propeller. *Black Hawk* then towed *Auk* throughout the night. In another attempt at refueling between 0925 and 1115 the next morning, *Auk* took on board 20 tons of oil and reached Grassy Bay, Bermuda, six hours later.

Auk reached Tompkinsville, Staten Island, on 19 November. Anchoring in the North River on 21 November, near her old sweeping partner, *Oriole*, *Auk* lay in that waterway when Secretary of the Navy Josephus Daniels reviewed the assembled mine force—sweepers, chasers, and tenders—on the 24th, from the deck of *Meredith* (Destroyer No. 165). As Daniels subsequently reported: "Upon their return to the United States . . . they [the ships of the Minesweeping Detachment] were given a welcome as genuine as when our dreadnaughts returned from service abroad." Later, at a luncheon tendered to the officers and men of the Detachment, Daniels "voiced the country's appreciation of the magnificent and successful completion of that most hazardous and strenuous operation."

After the tumult of their welcome had died down, the Minesweeping Detachment was demobilized, and its ships scattered throughout the fleet. *Auk* departed Tompkinsville on the morning of 27 November and, in company with *Quail* (Minesweeper No. 15), proceeded up the eastern seaboard, reaching Portsmouth, N.H., on the afternoon of the 28th. During a year in which she remained inactive at Portsmouth, *Auk* was given the alphanumeric hull designation AM-38 on 17 July 1920. She was placed "in ordinary," with no crew on board, on 28 December 1920. Although still inactive, *Auk* was assigned to Division 1, Minesweeping Squadron, on 8 January 1921.

While *Auk* lay in reserve, the Coast and Geodetic Survey found itself in urgent need of ships to replace those which—for reasons of age or unsuitability for the work to be performed—had been disposed of. Under the terms of the Executive Order of 12 October 1921, *Auk* and *Osprey* (AM-29)—renamed *Discoverer* and *Pioneer*, respectively—were taken to the Boston Navy Yard and transferred to the Coast and Geodetic Survey on 7 April 1922. The following day, Lt. Comdr. H. A. Seran, USCGS, took charge of the two former minesweepers.

Discoverer—Lt. Comdr. Seran in command—stood out on 28 April 1922 and transited the Cape Cod Canal that day. She reached the William Cramp and Sons' shipyard, at Philadelphia, the following morning and soon commenced a major overhaul and conversion. While ships like *Auk* were, in general, well-adapted to the kind of work they would be performing in the Coast Survey, being "robust" steel-hulled ships that had proved their ability to keep the sea, their accommodations were too small to take care of the large surveying parties that were to be embarked on board for the hydrographic and topographic work to be undertaken. *Discoverer's* metamorphosis was completed by early August; and, on the 9th, the ship got underway for the Virginia capes. Reaching Norfolk the following day, she tarried there until heading out to sea on the evening of 1 September. Giving the Atlantic Fleet—then on maneuvers in the Southern Drill Grounds—a wide berth, *Discoverer* steered south to Kingston, Jamaica, and steamed thence across the Gulf of Mexico, conducting sampling and surveying work along the way.

Transiting the Panama Canal on 8 October, *Discoverer* then proceeded up the coast and reached San Diego, Calif., shortly

after midnight on 27 October 1922. Working out of San Diego, San Francisco, and Oakland, *Discoverer* frequented the waters of southern California for the rest of the year 1922 and the early portion of 1923 engaged in coastal survey work.

Discoverer—which would operate in Alaskan waters through the summer of 1925, interspersing periods of "field work" with upkeep at Seattle or San Francisco—began her service in those northern climes in a most notable fashion. While underway for the port of Uyak, Alaska, on 6 June 1923, she picked up an SOS from the minesweeper *Cardinal* (AM-6), stranded on the rocks off the southern end of Chirikof Island the previous night, and raced the Navy oiler *Cuyama* (AO-3) to the scene.

Discoverer arrived first at 2150 on 6 June. Training her searchlight on the stranded minesweeper, *Discoverer* attempted to launch a whaleboat, but the moderately rough seas to windward of the ship forced her to abandon the attempt. She upped-anchor and crept ahead at 2225, maneuvering to make a lee for the whaleboat, until she struck a rock seven minutes later. Lt. Comdr. Seran immediately ordered full speed astern, and his ship backed to a position half a mile from where she had touched, letting go anchor in 13 fathoms.

Discoverer made no further attempt to reach *Cardinal* that night; but, the following morning, with the sea moderating, she lowered a whaleboat commanded by her executive officer, Lt. Comdr. Clem L. Garner, USCGS. The boat proceeded to the stranded minesweeper and returned with 17 of her men. Meanwhile, *Cuyama* arrived on the scene and radioed the surveying ship that she (*Cuyama*) could take the remaining men off *Cardinal*, who numbered three officers (including the commanding officer) and 13 men. However, nine of *Cardinal's* men had made it to shore the previous night, and were unaccounted for. *Discoverer* steamed off in search of them and located the survivors, safe and sound, awaiting rescue.

Lt. Comdr. Garner and eight men, using a motor whaleboat and a motor sailing launch, brought off the remaining *Cardinal* sailors from their perch ashore. Later that afternoon, *Discoverer* transferred the shipwrecked sailors to *Cuyama*. Rear Admiral Jehu V. Chase, Commander, Fleet Base Force, praised Lt. Comdr. Seran and his crew for their "timely and efficient aid" to the stranded *Cardinal*. "Your prompt action in reply to this call for assistance," Chase declared, "prior to the possible time of arrival of the U.S.S. *Cuyama*, was rendered in accordance with the best traditions of that brotherhood of 'men that go down to the sea in ships.'"

Completing this tour of duty in Alaskan waters by late September 1925, *Discoverer* proceeded south and arrived at San Francisco on 10 October. Two days later, she shifted to Oakland where she underwent voyage repairs and prepared for her next deployment, getting underway for the Hawaiian Islands three days after Christmas of 1925 and reaching Honolulu on 5 January 1926. The ship conducted hydrographic and topographic surveys of the Hawaiian chain, ranging as far as French Frigate Shoals and Lisianski Island, near Midway, through the late summer of 1927. This proved to be the ship's only tour in this area of the world, since she resumed operations in Alaskan waters the following spring.

For the next 14 years, *Discoverer* continued to explore the topography and hydrography of the Alaskan coastline. Each spring she would proceed north from Seattle and commence her work which lasted through the summer and into the fall. Then the ship would return to Seattle for routine upkeep and maintenance while her officers and men plotted the data gathered during previous operations on the "working grounds" and wrote reports of the work conducted. The ship's ports of call included—among others—Kodiak, Seward, and Dutch Harbor, and the lesser known places such as False Pass, Tigalda Bay, Spruce Island, and Three Brothers' Reef.

Due to the Aleutian chain's increasing importance to commerce and aviation—as well as to national defense—*Discoverer* and the other ships in the Coast and Geodetic Survey assigned to that area maintained vigorous charting and mapping operations as the United States edged cautiously toward war.

With the expansion of the American Navy during this time between the outbreak of war in Europe and the entry of the United States in the conflict (1939 to 1941), that service cast about for auxiliary vessels to support the growing number of combatant ships. One of the ships the Navy now sought was *Discoverer*, and the Executive Order of 19 June 1941 authorized the Navy to take her over for service as a salvage ship. The ship concluded her last operations with the Coast and Geodetic Sur-

vey in the summer of 1941—having worked out of Dutch Harbor, Cold Bay, Women's Bay, and Kodiak since the previous spring—and departed Ketchikan on 22 July 1941, bound for Seattle and turnover to the Navy.

Arriving at Seattle on 25 July, *Discoverer*—the retention of her name by the Navy approved on 5 August 1941—shifted to pier 41, Seattle, Wash., on the afternoon of 26 August. There, at 1440, Lt. Comdr. E. Froberg accepted custody of the ship. Assigned to the Lake Union plant, at Seattle, in October 1941 for degaussing and conversion, *Discoverer*—classified as ARS-3—underwent a metamorphosis over the next few months, the work was still in progress when the Japanese attacked the Pacific Fleet at Pearl Harbor on 7 December 1941.

Delivered to the well-known salvage firm of Merritt, Chapman, and Scott, Inc., who were to operate the vessel under a contract let by the Bureau of Ships, on 16 February 1942, *Discoverer* was based in familiar waters throughout hostilities with Japan, her ports of call including Kodiak, Dutch Harbor, Cold Bay, Nome, and Women's Bay.

Highlighting this duty was the assistance rendered to the Coast Guard-manned transport *Arthur Middleton* (AP-55) which had run aground while rescuing survivors from the wrecked *Worden* (DD-352) which had previously run aground herself at Amchitka on 12 January 1943. Ironically, after bearing an almost charmed life while in the Coast Survey, operating in the tricky waters of the Alaska coastline, *Discoverer* sustained serious bottom damage when she grounded off the coast of Prince Rupert Island on 20 November 1943 and required assistance from the Navy tug *Tatnuck* (ATO-27).

Following repairs, *Discoverer* remained with Merritt, Chapman, and Scott into 1946. After it had been recommended on 18 November 1946 that the ship be struck from the Navy list and turned over to the Maritime Commission for "disposal as a usable vessel,"—indicating that to some, the venerable minesweeper/survey ship/salvage vessel still had some years left—*Discoverer* was withdrawn from service the day after Christmas of 1946, and her name was struck from the Navy list on 28 January 1947.

Exactly what happened next is not clear. One source indicates that the ship was accepted by the Maritime Commission at Port Nordland, Wash., and delivered to her purchaser, J. W. Rumsey,

on 9 June 1947. Another source, however, gives the 9 June 1947 date, but lists the ship as sold to the government of Venezuela. In any event, *Felipe Larrazabal* (R-11), ex-*Discoverer*, ex-*Auk*, appeared in contemporary naval publications into the 1960's. Eventually decommissioned around 1962, the erstwhile minecraft was reportedly still afloat in a back channel, in a "non-operable condition" as late as 1968. Her ultimate disposition, however, is not known.

II

(AM-57: dp. 890, l. 221'2"; b. 32'2"; dr. 10'9"; s. 18.1 k.; cpl. 105; a. 1 3", 2 40mm., 8 20mm.; cl. *Auk*)

The second *Auk* (AM-57) was laid down on 15 April 1941 at Portsmouth, Va., by the Norfolk Navy Yard; launched on 26 August; sponsored by Miss Priscilla Alden Hague, the daughter of Comdr. Wesley M. Hague; and commissioned on 15 January 1942, Lt. Comdr. George W. Allen in command.

After shakedown and training off the Virginia capes, the new minesweeper operated along the Atlantic coast until October when she received orders to join the Western Naval Task Force for Operation "Torch," the invasion of North Africa. She sortied from Norfolk on the 23d of that month as a part of the Center Attack Group, bound for Fedhala Roads just off the Moroccan coast. Shortly before midnight on 7 November the task force arrived in position and began disembarking troops for the landing at dawn on the 8th. Just a few minutes after 0500, a little French steamer escorted by the trawler *Victoria* blundered into the columns of transports offshore. *Hogan* (DMS-6) investigated the intruders, crossing the French trawler's bow and ordering him to reverse engines. For an answer, the scrappy little Frenchman tried to ram *Hogan*. The high speed minesweeper swept *Victoria* with 20-millimeter gunfire and stopped the trawler dead. *Auk* placed a prize crew on board then continued screening the transport area.

At 1200, *Miantonomah* (CMc-5) began laying a minefield to the east as a protection for the Center Attack Group. While screening the minelayer, *Auk* and *Tillman* (DD-641) engaged the Vichy French patrol vessel *W-43* which was escorting six merchant and fishing vessels through the transport area. They captured the



Auk (AM-57), off the Norfolk Navy Yard, 6 May 1942, in Measure 12 (modified) camouflage. Note the odd antenna at the head of the foremast. (19-N-30945)

corvette with a minimal amount of trouble and also took three of the other ships.

Auk worked out of Casablanca, French Morocco, operating as a convoy escort, a screening ship, and a harbor patrol boat until 11 April 1943, when she headed west with a homeward-bound convoy. Following her arrival at Charleston, S.C., on the 30th, the minesweeper proceeded to Norfolk for drydocking and overhaul. From June to April 1944, *Auk* escorted convoys from Norfolk and New York to ports in the Caribbean and along the gulf coast.

On 19 April, the minesweeper again headed eastward to prepare for Operation "Overlord," the invasion of Europe. Proceeding via the Azores and Milford Haven, Wales, she reached Plymouth, England, on the 29th. While in British waters, *Auk* joined other units of Mine Squadron (MinRon) 21 in practice sweeping operations.

Early on 4 June, she got underway to sweep mines in the Baie de la Seine, France, to prepare the way for the assault on Utah Beach, Normandy, scheduled for the 5th. Weather forced the postponement of the landings until the following day, but one of *Auk*'s sister ships, *Osprey* (AM-56), hit a mine and sank. The invasion began on 6 June, and *Auk* remained off the beaches until the 19th, sweeping nearby waters. She then returned to Plymouth for supplies.

On 25 June, *Auk* returned to sweeping duties off Cherbourg, France, where she cleared a lane ahead of a major bombardment force including battleships *Arkansas* (BB-33), *Texas* (BB-35), and *Nevada* (BB-36). Shortly after midday, enemy shore batteries opened fire on the sweepers. By 1230, every minesweeper—including *Auk*—had been straddled by enemy salvos. Hampered by their five-knot top speed when streaming sweep gear, the minesweepers were ordered to retire out of range until the task force concluded its gunfire.

Between 29 June and 24 July, with the exception of brief runs to England for supplies, *Auk* continued sweeping operations in the Baie de la Seine. The sweeper sailed with MinRon 21 for Gibraltar on 1 August, transited the strait on the 5th, and briefly stopped at Oran, Algeria, on the 6th. From there, *Auk* proceeded to Naples, one of the staging points for the invasion of southern France.

When Operation "Dragoon" commenced on 15 August, *Auk* was off the designated beaches of Provence with Vice Admiral Hewitt's Control Force. She remained along the coast of southern France until 26 September, intermittently coming under fire by enemy coastal batteries while sweeping Baie de Cavalaire, Baie de Briande, Baie de Bon Porte, Marseille harbor, and waters off Toulon. Therefore, *Auk* continued minesweeping and patrol missions in the Mediterranean until 31 May 1945, when she headed for the United States.

Arriving in Norfolk on 15 June, she received an overhaul. The minesweeper remained in the Norfolk Navy Yard until 25 August. After leaving the yard, she conducted local training operations before sailing on 18 September. Proceeding through the Panama Canal, she reached San Pedro, Calif., on 9 October. However, instead of reporting for Pacific Fleet duty, *Auk* received orders for inactivation. She departed California on 26 November and headed for Portland, Oreg., where she was scheduled to undergo inactivation overhaul. Upon her arrival at that port, on 10 December, *Auk* found severely crowded conditions which resulted in new orders which sent the minesweeper back to San Diego where she moored on the last day of 1945.

Auk was decommissioned on 1 July 1946 and berthed with the reserve fleet at San Diego. In a general reclassification dated 7 February 1955, her hull designation was changed to MSF-57. Her name was struck from the Navy list on 1 August 1956. No record of her disposal has been found.

Auk (AM-57) earned three battle stars for her World War II service.

Aulick

John H. Aulick—born in 1787 at Winchester, Va.—was appointed a midshipman on 15 November 1809. During the War of 1812, he served in *Enterprise* and took part in her battle with *HMS Boxer* on 4 September 1813. After that engagement ended in a glorious American victory, Aulick served as prize master of the prize. Following the war, he served in *Saranac*, *Ontario*, *Brandywine*, *Constitution*, and *Vincennes*.

From 1851 to 1853, Aulick commanded the East India Squadron but was forced by ill health to give up command of the projected Japanese expedition to Commodore Matthew C. Perry. Aulick retired in 1861 and died at Washington, D.C., on 27 April 1873.

I

(Destroyer No. 258: dp. 1,308; l. 314'4½"; b. 30'11½"; dr. 9'4"; s. 35 k.; cpl. 122; a. 4 4", 1 3", 12 21" tt.; cl. *Clemson*)

Aulick (Destroyer No. 258) was laid down on 3 December 1918 by the Bethlehem Shipbuilding Corp., Quincy, Mass.; launched on 11 April 1919; sponsored by Mrs. Phillip J. Willett; and commissioned at the New York Navy Yard on 26 July 1919, Lt. Comdr. Lee P. Johnson in command.

Following her shakedown cruise, *Aulick* proceeded to the west coast where she joined Destroyer Flotilla 10 of the Pacific Fleet. While operating along the California coast, the vessel was given the designation DD-258 on 17 July 1920. *Aulick* continued to carry out routine fleet duties until she was decommissioned on 27 May 1922 at the Mare Island Navy Yard.

After over 17 years laid up in reserve, the destroyer was recommissioned on 18 June 1939 at San Diego, Calif. Upon her reactivation, *Aulick* returned to the east coast where she served until the fall of 1940. On 8 October 1940, *Aulick* was decommissioned at Halifax, Nova Scotia, and transferred to the British under the agreement with the United Kingdom exchanging American destroyers for bases in the Atlantic. Her name was struck from the Navy list on 8 December 1941.

Renamed *HMS Burnham*, the destroyer began escort duties with the British Navy in December 1940. In early 1941, *Burnham* began a series of escort voyages between Iceland and Newfoundland. Throughout 1942 and 1943, *Burnham* worked mainly between Newfoundland and Londonderry, Northern Ireland. In 1944, she was used on aircraft training duties in the Western Approaches Command. *Burnham* was reduced to reserve at Milford Haven, Wales, in November 1944. She was ultimately scrapped at Pembroke, England, in December 1948.

II

(DD-569: dp. 2,050; l. 376'5"; b. 39'7"; dr. 13'9"; s. 35.2 k.; cpl. 329; a. 5 5", 6 40mm., 7 20mm., 2 dct., 6 dep., 8 21" tt.; cl. *Fletcher*)

The second *Aulick* (DD-569) was laid down on 14 May 1941 at Orange, Tex., by the Consolidated Steel Co.; launched on 2 March 1942; sponsored by Mrs. Thaddeus A. Thomson, the wife of Capt Thomson who was then the acting commandant of the 8th Naval District; and commissioned on 27 October 1942, Lt. Comdr. O. P. Thomas, Jr., in command.

Following her commissioning, the destroyer conducted shakedown training in the Gulf of Mexico and out of Casco Bay, Maine, and departed Philadelphia on 23 January 1943, bound for the South Pacific. She transited the Panama Canal and paused at Bora Bora, Society Islands, before making Noumea, New Caledonia, on 12 February. After a week of antisubmarine patrol off New Caledonia, *Aulick* joined Task Force (TF) 64 in the Coral Sea and stood by to support an American force landing on the Russell Islands.

When TF 64 returned to Noumea on the 25th, *Aulick* was detached. She stood out for Espiritu Santo on 1 March as an escort for *HMS Athene*. From there, the destroyer steamed to Efate Island, New Hebrides; but, on 9 March, she was ordered back to Noumea. At 0411 on the 10th, *Aulick* struck a coral reef off the southern tip of New Caledonia while making 20 knots and suffered extensive damage to her hull, propellers, and engines.

After being briefly drydocked at Noumea, the ship was taken in tow bound for Hawaii, where she arrived on 10 April after stops at Suva, Fiji Islands, and at Pago Pago, American Samoa. The warship underwent repairs at Pearl Harbor until 8 November when she got underway for Bremerton, Wash. Reaching there on 14 November, *Aulick* entered the Puget Sound Navy Yard for replacement of damaged machinery. She set sail on 23 December to return to Pearl Harbor. Upon reaching that port, the ship received three more weeks of availability.

The destroyer left Hawaii on 22 January 1944, bound for the west coast, and reported to the Fleet Operational Training Com-

mand in San Francisco on 3 February. Her duties included serving as a training ship in engineering, ordnance, and deck duties. The highlight of her service during this assignment was her rescue on 11 April of 16 crewmen from a downed Army PBM.

The warship was relieved on 18 May and reported to the Bethlehem Steel Shipyard, San Francisco, for repairs. At the end of this work, she sailed once again for Pearl Harbor and arrived there on 27 June. After a series of training exercises, *Aulick* got underway on 9 July in the screen of 12 transports bound for the invasion of Guam. They arrived off that island on 22 July; and the destroyer remained in the area, patrolling and screening units of the 5th Fleet, until 6 August.

After a resupply stop at Eniwetok, *Aulick* rendezvoused with Task Group (TG) 32.4 on 21 August and continued on to Guadalcanal where she spent the next three weeks preparing for upcoming operations against the Palaus. The destroyer sailed for that group of islands with TG 32.7 on 8 September, reached her destination on 15 September, and supported the forces landing on Peleliu and Anguar.

On 30 September, the ship headed for Manus Island, Admiralty Islands, to join the 7th Fleet. She got underway for the Philippines on 12 October and arrived off Leyte on the 18th. The next day, *Aulick* was assigned to the northern fire support group for shore bombardment, night harassing fire, and close fire support. She entered San Pedro Bay at 0655 and opened fire at 1115. At approximately 1212, Japanese shells scored direct hits on the destroyer, killing one crewman by flying shrapnel. At 1328, she ceased fire and retired for the night. *Aulick* again rendered fire support on 20 and 21 October. From the 22d to the 24th, she stood by but did not fire her guns.

Meanwhile, the Japanese high command had activated its plan to defend the Philippines with the Combined Fleet. Japan's warships were organized into four groups. The northern force was built around the Combined Fleet's remaining carriers—now bereft of their warplanes—and was to wait as a decoy north of Luzon. Japan hoped to lure the American Fast Carrier Task Force to a point far enough from Leyte Gulf for it to be out of action while the Emperor's other three forces—composed of surface warships—annihilated the American shipping supporting General MacArthur's beachhead on Leyte. Thus, they hoped to strand the American invaders on Leyte as MacArthur's soldiers had been caught on Bataan some three years before. The more powerful of these surface forces was to cross the Sibuyan Sea, transit San Bernardino Strait, and descend upon Leyte Gulf from the north. The other two were to emerge from Surigao Strait and attack the invaders in Leyte Gulf from the south.

On 25 October, *Aulick* was part of the screen that was protecting American battleships and cruisers guarding the waters approaching Surigao Strait. The guns of these warships defeated the first of the Japanese southern forces so decisively that the second force turned back before really getting into action. As the Japanese retreated, the American ships, including *Aulick*, joined in sinking a Japanese destroyer of the *Akitsuki* class. Before the Americans could finish off any more ships, they were ordered to return to Leyte Gulf.

Reports were received that a large Japanese force was approaching from the north. *Aulick* and five other destroyers took station near the south coast of Homonhon Island awaiting an attack which never materialized. On 29 October, *Aulick* sailed in company with TG 77.2 for Seeadler Harbor. The destroyer sortied on 17 November to meet *West Virginia* (BB-48) in Vitiaz Strait and escort her back to Seeadler. After escorting that battleship on to Ulithi, *Aulick* sailed back to Leyte on 22 November.

Arriving in Leyte Gulf on 25 November, *Aulick* once again joined TG 77.2. On the 29th, while on antisubmarine patrol in the east entrance to Leyte Gulf, *Aulick* was attacked at 1750 by six Japanese planes. One peeled off and dived toward the destroyer, dropped a bomb close aboard, then exploded on hitting the water approximately 20 yards off the destroyer's port bow. Another aircraft approached and struck the starboard side of the bridge with its wingtip, continued forward and downward, and exploded near the bow just above the main deck. The explosion set the number 2 gun and handling room on fire. Metal fragments killed several men on the bridge and flying bridge. Altogether a total of 31 men were killed, 64 were wounded, and 1 was missing.

After being relieved by *Pringle* (DD-477), *Aulick* proceeded to San Pedro Bay to transfer her wounded and made emergency repairs. On 1 December, she got underway for the west coast,

via Seeadler Harbor and Pearl Harbor, and entered the Mare Island Navy Yard on Christmas Eve for repairs.

The ship began sea trials on 24 February 1945 and underwent refresher training out of San Diego before departing the west coast on 7 March. After further training out of Pearl Harbor, the destroyer set a course on 25 March for the Philippines, via Eniwetok, Ulithi, and Kossol Roads. From Leyte, *Aulick* sailed on 12 April for Morotai, Netherlands East Indies. A week later, she departed for Mindanao Island with elements of the 31st Infantry Division embarked. After disembarking the invasion troops at Mindanao on 22 April, the destroyer escorted the LST's back to Morotai and remained there through the 30th, before heading for San Pedro Bay.

After a period of upkeep, *Aulick* got underway for Okinawa, anchored off Hagushi beach on 16 May, and joined the anti-aircraft and radar picket screen around the transports. She was destined to remain there through the end of World War II. From 24 August to 2 September, the destroyer was assigned air-sea rescue duties on the direct air lane between Okinawa and Tokyo. On the 28th, she rescued nine crewmen from a downed B-29.

After being relieved of her lifeguard duties, *Aulick* departed Okinawa on 10 September, bound for home. She touched at Pearl Harbor, transited the Panama Canal, and arrived in New York harbor on 17 October. The destroyer participated in a Presidential fleet review on the 27th and entered the New York Navy Yard on 15 November to prepare for inactivation. She was decommissioned on 18 April 1946.

Aulick was transferred, on loan, to the government of Greece on 21 August 1959. Her name was struck from the Navy list on 1 September 1975, and she was sold to Greece in April of 1977.

Aulick earned five battle stars for her World War II service.

Ault

William Bowen Ault—born in Enterprise, Oreg., on 6 October 1898—served briefly as an enlisted man in the Navy (19 April 1917–23 April 1918) before entering the Naval Academy as a midshipman. Graduating on 2 June 1922, Ault served at sea in the battleship *Arkansas* (BB-33) before reporting to the Naval Air Station (NAS), Pensacola, Fla., on 23 August 1924 for flight instruction. After winning his wings, Ault served with Aircraft Squadrons, Scouting Fleet, before commencing a tour in the aviation unit of the light cruiser *Cincinnati* (CL-6) on 10 September 1925. Detached from that ship a little over a year later, he served at the Naval Academy as an instructor before reporting for duty with Observation Squadron (VO) 3, Aircraft Squadrons, Scouting Fleet, on 15 June 1927.

Further duty at the Naval Academy, as an instructor in the Department of Ordnance and Gunnery, followed before he flew with Patrol Squadron (VP) 10-S, Scouting Fleet, based in aircraft tender *Wright* (AV-1). He then served on the staff of Capt. George W. Steele, Commander, Aircraft, Scouting Force, from June of 1931 to June of 1932 and alternated tours of duty afloat and ashore: in Torpedo Squadron (VT) 1-S, based on board *Lexington* (CV-2); at NAS, Norfolk, Va.; and in the observation unit of the battleship *Mississippi* (BB-41).

Ault—by this time a lieutenant—next assisted in fitting-out *Yorktown* (CV-5), thus becoming a “plank owner” of that ship when she went into commission in the autumn of 1937. He then served in *Yorktown*'s sister ship, *Enterprise* (CV-6), commanding VT-6. On 5 August 1939, less than a month before the start of World War II in Poland, Ault assumed command of the Naval Reserve Aviation Base, Kansas City, Kansas, a billet in which he served into 1941.

On 22 July 1941, Lt. Comdr. Ault once more reported to *Lexington*, and, the following day, became her air group commander. He was serving in that capacity when the Japanese air attack on the Fleet at Pearl Harbor on 7 December 1941 drew the United States into World War II.

Ault helped to plan and execute the attacks on Japanese shipping at Lea and Salamaua, New Guinea, in March 1942. On the day before the strike, 9 March, Ault and a wingman flew to Port Moresby, where the group commander learned of the existence of a key mountain pass through the forbidding Owen Stanleys, information that, in the words of the task force commander, contributed “a great deal toward [the] success” of the attacks that ensued. On the day of the raid, 10 March, Ault, given the authority to carry out or abort the attack on the basis of what

weather he found, flew unaccompanied to the pass and orbited. Finding favorable weather, he transmitted information to that effect and directed the passage of planes from *Lexington* and *Yorktown* (CV-5) toward Lae and Salamaua. Those groups sank three transports, put a fourth transport out of action, and caused varying degrees of damage to a light cruiser, a minelayer, three destroyers and a seaplane carrier. The transmontane raid postponed the Japanese' projected conquest of Tulagi and Port Moresby for a month, the time necessary to replace the vital amphibious ships lost off New Guinea and marshal carrier air support. Commander, Aircraft Battle Force, later commended Ault for his work.

In the subsequent Battle of the Coral Sea in May 1942, which itself resulted from the successful Lae and Salamaua raid, Ault led *Lexington's* group into combat, both in the attacks on the Japanese light carrier *Shoho* on 7 May and in those on the fleet carrier *Shokaku* on the 8th. During the latter action, both Ault and his radio-gunner, Aviation Radioman 1st Class William T. Butler, apparently suffered wounds when "Zero" fighters attacked the group commander's plane. Ault tried in vain to return to a friendly deck, not knowing that *Lexington* had taken mortal damage in his absence. Unaware of *Lexington's* distress he radioed the ship at 1449, to tell her that he had only enough gasoline for 20 minutes. *Yorktown*, which had taken over communications for "Lady Lex," heard Ault's broadcast but failed to pick him up on her radar. Sadly informed that he was on his own but wished "Good luck," *Lexington's* air group commander asked that word be relayed to the ship that "We got a 1,000 pound bomb hit on a flat top." Ault changed course to the north, in a last vain attempt to be picked up on radar. *Yorktown* again wished him good luck. Ault, perhaps grimly aware of the fate that lay ahead, radioed bravely: "O.K. So long, people. We got a 1,000 pound hit on the flat top." No further word was ever received from *Lexington's* air group commander, and neither he nor Aviation Radioman Butler was ever seen again.

Ault's courageous leadership of *Lexington's* air group in the Battle of the Coral Sea earned him the posthumous award of the Navy Cross.

(DD-698: dp. 2,200; l. 376'6"; b. 40'10"; dr. 14'5"; s. 34.2 k.; cl. 345; a. 6 5", 12 40mm., 11 20mm., 2 dct., 6 dcp., 10 21" tt.; cl. Allen M. Sumner)

Ault (DD-698) was laid down on 15 November 1943 at Kearny, N.J., by the Federal Shipbuilding and Drydock Co.; launched on 26 March 1944; sponsored by Mrs. Margaret U. Ault, the widow of Comdr. Ault; and commissioned on 31 May 1944, Comdr. Joseph C. Wylie in command.

After fitting out, the destroyer departed New York on 10 July 1944 for shakedown training in the Caribbean. She returned to New York for post-shakedown availability and to complete preparations for the long cruise to join the action in the Pacific. Acting as an escort for *Wilkes-Barre* (CL-103), *Ault* sailed on 6 September for Trinidad. Detached from escort duty upon her arrival, she transited the Panama Canal and proceeded independently via San Diego to Pearl Harbor where she arrived on 29 September.

After three months of intensive training in Hawaiian waters, the warship got underway on 18 December and headed west to join Vice Admiral John S. McCain's Fast Carrier Task Force. After a refueling stop at Eniwetok on Christmas Day, *Ault* entered Ulithi Lagoon on 28 December 1944 and, along with her sister ships of Destroyer Squadron (DesRon) 62, reported to Rear Admiral Bogan for duty in the escort screen of Task Group (TG) 38.2.

When *Ault* reached the forward area, Leyte was in American hands; but the Philippines were still the focus of the carrier's operations, and they were directed to strike targets on Luzon and Formosa early in January 1945. *Ault* sortied on 30 December 1944 with TG 38.2 screening that task group. After the strike on Formosa on 9 January, the destroyer in company with *Waldron* (DD-699), *Charles S. Sperry* (DD-697), and *John W. Weeks* (DD-701), swept Bashi Channel ahead of Task Force (TF) 38, while proceeding into the South China Sea. Heavy weather as well as the proximity of the enemy created a tense atmosphere in which the carriers continued to mount strikes against the Camranh Bay area, Hong Kong, Hainan, Swatow, and the Formosa Strait. Returning to the Pacific through the Balintang Channel on the night of 20 January, the task force launched final

strikes against Formosa and Okinawa before returning to Ulithi on 25 January.

Shortly before the assault on Iwo Jima, TF 38 was reorganized as TF 58 under Vice Admiral Mitscher. *Ault* was assigned to Rear Admiral Sherman's *Essex* (CV-9) TG 58.3, which launched diversionary strikes against Formosa, Luzon, and the Japanese mainland on 16 and 17 February. The carriers provided air cover for the operations on Iwo Jima on 19 February and raided the Tokyo area on the 25th and Okinawa on 1 March before retiring to Ulithi on 4 March.

The destroyer returned to the action with TG 58.3 on 14 March for operations to neutralize Japanese air power during the forthcoming Okinawa campaign. In response to strikes against Kyushu and Honshu, the Japanese retaliated with air strikes against the task group; and, on 20 March, *Ault* splashed her first two enemy planes. On 23 and 24 March, the task group launched preinvasion strikes against Okinawa; and, on 27 March, *Ault* assisted the ships of DesRon 62 and four cruisers in shore bombardment of Minami Daito Shima. The warship's next two months were enlivened by days and nights of continuous general quarters. Kamikaze attacks on 6 and 7 April damaged *Haynsworth* (DD-700) and *Hancock* (CV-19). On 11 April, a suicide plane that missed *Essex* came perilously close to *Ault*; but her gunners splashed the plane close aboard her starboard quarter. *Kidd* (DD-661) was badly hit that day. *Ault* again participated in the bombardment of Minami Daito Shima on 10 May, then rejoined the task force to assist in repelling heavy enemy air attack. While screening *Bunker Hill* (CV-17) on the morning of the 11th, *Ault* splashed one kamikaze, but two others hit the carrier. After rescuing 29 men from the stricken ship, the destroyer escorted her to the replenishment group and rejoined the action on the 13th. During attacks on 13 and 14 May, she succeeded in splashing three more planes. On 1 June, *Ault* put into San Pedro Bay, Leyte, after 80 days at sea.

Task Force 58 was redesignated TF 38; and, on 1 July, *Ault* sortied for strikes against the Japanese home islands. On 18 and 19 July, the ship joined with Cruiser-Division 18 and other destroyers in an antishipping sweep of Sagami Wan and a bombardment of Nojima Saki. The following day, she rejoined the task group and continued to support the carriers until Japan capitulated on 15 August.

Ault operated off the coast of Honshu on patrol until 2 September when she entered Tokyo Bay and anchored near *Missouri* (BB-63) during the formal surrender ceremony on board that battleship. The destroyer soon resumed patrol with the task group out of Tokyo and continued that duty until 30 October, when she steamed for Sasebo, Japan, to perform more carrier and escort duties. On 31 December 1945, the destroyer departed Japan, bound for the United States, and arrived at San Francisco on 20 January 1946. After a short respite, she was underway again and headed via the Panama Canal for Boston. Following brief stops along the east coast, the vessel entered the shipyard in Boston on 26 April 1946 for a well-deserved overhaul.

The yard work was completed on 15 March 1947, and *Ault* steamed to Charleston, S.C., her base for local operations and training exercises until 12 July, when she sailed for New Orleans and two years there as a Naval Reserve training ship. During her operations in the Gulf of Mexico and the Caribbean, she visited such ports as Guantanamo Bay, Cuba; Kingston, Jamaica; Coco Solo, Canal Zone; Port-au-Prince, Haiti; Veracruz, Mexico; and Puerto Cabezas, Nicaragua. During this period, she also performed planeguard duties for carriers operating out of Pensacola, Fla., and underwent an overhaul in Charleston from 24 February to 11 May 1948.

On 21 August 1949, after a month of intensive training in Guantanamo Bay, *Ault* put into Norfolk to fit out for her first Mediterranean cruise. From 6 to 16 September, the warship steamed across the Atlantic to join 6th Fleet tactical exercises and maneuvers, including a simulated assault on Cyprus. Her ports of call included Aranci Bay, Sardinia; Cannes, France; Argostoli and Piraeus, Greece; and Famagusta, Cyprus. *Ault* departed Gibraltar on 16 November; headed for the British Isles; and put into Plymouth, England, on 19 November. Prior to leaving Europe, she called at Antwerp, Belgium; Rouen, France; Portland, England; and Leith, Scotland. She moored in Norfolk on 26 January 1950 and prepared for inactivation. She was placed out of commission, in reserve, on 31 May and was towed to the Charleston Naval Shipyard for berthing in the Inactive Reserve Fleet.

However, her respite was brief. With the outbreak of the Korean War, the Navy needed more active destroyers. On 15 November 1950, *Ault* was recommissioned at Charleston under the command of Comdr. Harry Marvin-Smith. She steamed to her home port, Norfolk, for the Christmas holidays and to Guantanamo Bay for refresher training in March. After a post-shakedown overhaul in Charleston, the ship returned to her home port, sortied with her sister ships of DesRon 22, and carried out antisubmarine warfare exercises in Cuban waters. She returned to Norfolk on 13 August for upkeep.

Ault sailed for the Mediterranean on 3 September for another tour with the 6th Fleet and stopped for liberty calls in ports in Sicily, Italy, France, Greece, and Portugal. On 30 January 1952, she departed Gibraltar in Destroyer Division (DesDiv) 222 and steamed via Bermuda to Norfolk where she arrived on 10 February.

The warship's activities during the first few months of 1952 consisted of training exercises in the Virginia capes, Caribbean operations, and an upkeep period in Charleston. On 4 June, she embarked midshipmen for a training cruise that took them to Torbay, England; Le Havre, France; and Guantanamo Bay. Upon her arrival back at Norfolk on 4 August, *Ault* conducted local type training into the new year.

During February 1953, the ship participated in drills in the Caribbean while operating out of St. Thomas and St. Croix, Virgin Islands. On 11 March, she commenced an overhaul in the Charleston Naval Shipyard. Upon completion of the yard work, she steamed back via her home port to Guantanamo Bay where she arrived on 31 July for refresher training. Following two months training and one month loading supplies, *Ault* departed Norfolk on 2 November with DesDiv 222 for an around-the-world cruise. After transiting the Panama Canal and stopping at San Diego, Pearl Harbor, and Midway, she arrived at Yokosuka, Japan, on 6 December and reported for duty with the 7th Fleet.

On 20 December, *Ault* collided with *Haynsworth* (DD-700) during ASW exercises in the Sea of Japan. The former's bow was torn off at frame eight, and the damaged destroyer was towed to Yokosuka for repairs by *Grapple* (ARS-7). On 14 March 1954, *Ault* once again got underway for training and a subsequent voyage westward through the Indian Ocean, the Mediterranean Sea, across the Atlantic Ocean, to arrive home at Norfolk on 4 June. She operated with various warships along the way and made port calls at Hong Kong, Singapore; Colombo, Ceylon; Port Said, Egypt; Athens; Naples; Villefranche, France; Barcelona, Spain; and Gibraltar. For the remainder of 1954, she operated along the east coast.

For the first six months of 1955, the destroyer conducted Caribbean exercises and local operations, including plane guard duty off Jacksonville, Fla., with carrier *Lake Champlain* (CV-39). She entered the Norfolk Naval Shipyard on 1 July for a three-month overhaul which was followed by one month of refresher training at Guantanamo Bay. The warship returned to her home port on 26 November and commenced type training and local operations along the east coast.

On 1 May 1956, *Ault* sailed for the Mediterranean where she participated in Kiel Week ceremonies in Kiel, Germany; 6th Fleet exercises; and a month and one-half in the Red Sea and the Persian Gulf. The cruise ended with her arrival in Norfolk on 17 September.

On 28 January 1957, *Ault* got underway again with DesRon 22 for a five-month tour of duty overseas. The destroyer exercised with the 6th Fleet in the Mediterranean and called at ports in Italy, Greece, Turkey, Lebanon, and Sicily before returning to Norfolk in June. After three months of local operations along the east coast, *Ault* sortied with *Essex* on 3 September to join other destroyers in North Atlantic and Arctic waters for Operation "Strikeback." Upon completion of the exercise, she put into Cherbourg, France, on 30 September for a short leave period before heading home. She moored in Norfolk on 21 October and resumed local operations. On 19 November she entered the Norfolk Naval Shipyard. After a four-month overhaul, refresher training, and upkeep, the destroyer got underway on 17 June 1958 for hunter-killer operations in the Atlantic with *Leyte* (CV-32). On 2 September, she steamed in company with DesDiv 222 to the Mediterranean for another six-month deployment before resuming local operations out of Norfolk in March 1959.

In June, the ship entered the Great Lakes for Operation "Inland Sea," a celebration honoring the opening of the St. Lawrence

Seaway. Later in the year, she assisted the Fleet Sonar School in Key West, Fla., and participated in Atlantic coast exercises.

With the beginning of 1960, *Ault* was again deployed to the Mediterranean. During her seven-month tour with the 6th Fleet, the destroyer became one of the first American warships to enter the Black Sea since World War II. She returned to Norfolk in September and commenced overhaul in December. *Ault* emerged from the shipyard in March 1961, sailed to Guantanamo Bay for refresher training, and then resumed normal operations. She returned to the Mediterranean in August to participate in NATO Exercises "Checkmate I" and "Checkmate II," and Operation "Greenstone." She also took part in Operation "Royal Flush V" with the British Navy prior to her steaming back to the United States.

In June 1962, *Ault* entered the Boston Naval Shipyard for a fleet rehabilitation and modernization (FRAM) overhaul. Designed to extend the life of the destroyer by eight years, the overhaul enabled her to meet the challenge of newer and faster enemy submarines. *Ault's* 40-millimeter and 20-millimeter gunmounts were removed, and her 01-level afterdeck was converted to a helicopter flight deck to facilitate the use of drone antisubmarine helicopters (DASH), one of the Navy's newest weapon systems which enabled the destroyer to reach out farther in search of submarine targets.

After completion of the overhaul in February of 1963, *Ault* devoted the rest of the year to improving her readiness and the skill of her crew through various exercises and training cruises. Following a midshipmen cruise during the summer, the ship proceeded to Norfolk to take on DASH and to continue training. *Ault* was the first destroyer to carry the drones to Europe, when she sortied for the Mediterranean in February 1964 with DesDiv 142. Following participation in NATO exercises and visits at the usual ports in the Mediterranean, the destroyer returned to the United States and a new home port, Mayport, Fla. She spent the remainder of the year operating in the Key West area. In January 1965, she participated in Operation "Springboard" in the Caribbean which was highlighted by several gunnery exercises and the firing of hundreds of rounds of ammunition in shore bombardment exercises at Culebra Island. The warship also trained in Hunter-Killer operations in March and was on station in the western Atlantic for the Gemini 3 space shot.

On 17 March, *Ault* steered a familiar course toward the Mediterranean. Besides a full three-month schedule of drills, the ship made port calls in Marseilles, Golfe Juan, Livorno, Naples, and Palma before returning to Norfolk to spend the last four months of 1965 in the local operating areas training, requalifying in gunfire support, and going to sea for hurricane evasion. As a result of her intensive training, *Ault* won the DesRon 14 battle efficiency award, as well as battle efficiency awards for both the operations and weapons departments.

Ault participated in Operation "Springboard" in January and February 1966, conducting ASW operations, shore bombardment, a full power run, and various gunnery exercises. She returned to Mayport only to head out to sea again for plane guard duty with *Intrepid* (CVA-11). Upon her return to her home port, the destroyer underwent a preoverhaul availability and then entered the Charleston Naval Shipyard on 12 April for major work which ended on 14 September. She arrived back in Mayport on 7 October and devoted the last quarter of the year to training at Guantanamo Bay in preparation for a lengthy deployment to Vietnam.

In company with DesDiv 161, *Ault* departed Mayport on 7 February 1967, transited the Panama Canal on 12 February, and stopped at Pearl Harbor, Midway, and Yokosuka before joining the 7th Fleet on 11 March. After a short period of ASW drills with *Spinax* (SS-489) near Subic Bay, she steamed with *Ticonderoga* (CVA-14) to station in the Gulf of Tonkin for plane guard duties. On 16 April, the destroyer was assigned to TU 77.1.1 for Operation "Sea Dragon," offensive surface operations against waterborne logistic craft and coastal defense sites in North Vietnam. As part of this unit, she joined *Collett* (DD-730), *Boston* (CAG-1), and *HMAS Hobart* in conducting sweeps from Cap Lay north to Thanh Hoa.

The warship was relieved on 30 April and returned to Subic Bay for upkeep. On 7 May, she got underway to the III and IV Corps areas of South Vietnam to provide gunfire support. For the next three weeks, *Ault* responded to requests for shore bombardment during the day, and for harassment, interdiction,

and illumination fire during the night. As the only destroyer available in both Corps areas, she was responsible for the coast from the mouth of the Mekong in the IV Corps area to Vung Tau and Ham Tan in the III Corps area.

From 28 May to 2 June, *Ault* provided gunfire support in the I Corps area; then proceeded to Kaohsiung, Formosa, for upkeep alongside *Delta* (AR-9) and then a week of rest and relaxation in Sasebo. On 19 June, the ship returned to the I Corps area of South Vietnam and, in the next three weeks, fired over 6,000 rounds of 5-inch ammunition at targets in the Quang Ngai and Chu Lai areas. After a six-day port visit to Hong Kong and five days of upkeep in Subic Bay, she once again operated in Operation "Seadragon," came under heavy fire from coastal defense batteries north of Dong Hoi, but suffered no casualties or damage. On 1 August 1967, *Ault* completed her Vietnam tour and began her voyage home. She stopped at Kaohsiung, Yokosuka, Midway, Pearl Harbor, San Francisco, and Acapulco, and even made a side trip south of the equator to convert "Pollywogs" into "Shellbacks." The destroyer transited the Panama Canal on 7 September, arrived in Mayport on 11 September, and devoted the remainder of 1967 and the first six weeks of 1968 to leave and upkeep.

From 12 to 23 February, *Ault* participated in Operation "Springboard 1968" in the San Juan operating area. On 4 March, she participated in another Caribbean exercise, Operation "Rugby-Match," a major fleet exercise which simulated a realistic air, surface, and subsurface threat environment. On 27 April, *Ault* sailed with *Bigelow* (DD-942) for the Mediterranean and four months of continuous 6th Fleet operations. She returned to Mayport on 27 September, underwent upkeep, and performed three weeks of planeguard duties in December for *Shangri-La* (CV-38). As a reward for her high degree of readiness and training, *Ault* was again awarded the battle efficiency "E."

For the first quarter of 1969, the destroyer spent most of her time in port at Mayport. She made cruises to the Caribbean in May, June, and July for training and returned to her home port to prepare for her last overseas deployment. *Ault* sailed for the North Atlantic on 2 September 1969 to participate in the NATO exercise, Operation "Peacekeeper." However, her orders were modified on 24 September, and she steamed to the Mediterranean to relieve *Zellars* (DD-777). She remained with the 6th Fleet for a three-month cruise highlighted by her participation

in Operation "Emery Cloth," a British ASW exercise in which *Ault* was the sole representative of the United States Navy. On 4 December, the warship returned home and prepared for Naval Reserve duty. She was designated a Naval Reserve training ship on 1 January 1970, and steamed to Galveston, Tex., on 12 January. There, she relieved *Haynsworth* (DD-700) as training ship for Houston naval reservists.

Ault spent the next three years making training cruises in the Gulf of Mexico and in the Caribbean. On 1 May 1973, she departed Galveston for her last cruise, a voyage to Mayport for inactivation. The destroyer was decommissioned on 16 July 1973, ending a career of 29 years service. Struck from the Navy list on 1 September 1973, *Ault* was sold to the Boston Metals Company, Baltimore, Md., and subsequently scrapped.

Ault earned five battle stars during World War II and two during her operations in Vietnam.

Aultman, General D.E., see *General D.E. Aultman* (AP-156).

Auman, Joseph M., see *Joseph M. Auman* (APD-117).

Aurelia

Minor planet number 419, discovered in 1896 by the German astronomer, Max Wolf.

(AKA-23: dp. 7,080; l. 426'; b. 58'; dr. 16'; s. 16.9 k.; cpl. 303; a. 1 5", 8 40mm., 10 20mm.; cl. *Artemis*; T. S4-SE2-BE1)

Aurelia (AKA-23) was laid down under a Maritime Commission contract (MC hull 1884) on 5 February 1944 at Providence, R.I., by the Walsh-Kaiser Co.; launched on 4 July 1944; sponsored by Mrs. Roy P. Mills; and acquired and commissioned on 14 October 1944, Lt. Comdr. E. G. MacMurdy in command.

In early November 1944, the attack cargo ship got underway for shakedown training in the Chesapeake Bay. She arrived at Norfolk, Va., on the 23d to embark troops and load cargo, sailed on the 28th for Hawaii—via the Panama Canal—and reached Pearl Harbor on 17 December.



Aurelia (AKA-23) underway off the East Coast of the United States, 24 October 1944. (80-G-289732)

Aurelia got underway on 5 January 1945 to carry troops and cargo to Eniwetok and Guam. She returned to Hawaii on 5 February to embark more troops. On the 13th, the ship sailed, via Eniwetok, for the Philippines. She dropped anchor at Leyte on 4 March and began unloading her cargo the next day. On 6 March, she embarked combat troops scheduled to assault Okinawa and got underway for training maneuvers. Three weeks later, the attack cargo ship headed for the Ryukyus. On 1 April, D day for the landings on Okinawa, she entered the transport area and began lowering her boats. *Aurelia* continued to operate in that embattled area until 14 April when she headed for Saipan. On the 16th, she continued on toward Hawaii. After a four-day stay in Pearl Harbor, the ship sailed for the California coast and arrived at Alameda on 12 May.

The vessel moved to San Diego on 7 June for amphibious training exercises. She began loading her cargo at San Pedro on 24 June and put to sea on the 30th. *Aurelia* reached Pearl Harbor on 6 July and, 10 days later, sailed for Saipan, via Eniwetok. She returned to Pearl Harbor on 12 August. While she was in port there, word of Japan's capitulation on 15 August reached the ship. *Aurelia* embarked marines slated for occupation duty and got underway on 1 September for Japan. The ship debarked her passengers at Sasebo and sailed on 26 September for the Philippines to pick up Army troops and equipment for transportation to Sasebo.

The vessel reached Sasebo on 21 October and was then assigned to the Magic-Carpet fleet. She received on board Marine Corps personnel for passage back to the United States and delivered them to San Francisco on 13 November. She stood out to sea on the 29th for her last round-trip voyage to the Orient, embarked another contingent of veterans in Japan, and arrived back in San Francisco on 16 January 1946.

On 24 January, *Aurelia* sailed, via the Panama Canal, for the gulf coast. She reached New Orleans, La., on 7 February and was decommissioned at Orange, Tex., on 14 March 1946. The ship was then transferred to the Maritime Commission, and her name was struck from the Navy list on 19 June 1946.

Aurelia earned one battle star for World War II service.

Auriga

A constellation located between sister constellations Perseus and Gemini.

(AK-98: dp. 12,875; l. 416'; b. 60'; dr. 27'7"; s. 14.7 k.; cpl. 258; a. 1 5", 1 3", 8 20mm.; cl. *Auriga*; T. C1B)

Alcoa Partner was laid down under a Maritime Commission contract (MC hull 493) on 9 June 1942 at Wilmington, Calif., by the Consolidated Steel Corp.; launched on 7 September 1942; sponsored by Dorothea Rasmussen Kunkel; acquired by the Navy on 16 March 1943; converted for naval service as a cargo ship by the Matson Navigation Co.; renamed *Auriga* on 29 March 1943 and designated AK-98; and placed in commission at San Francisco, Calif., on 1 April 1943, Lt. Comdr. John G. Hart in command.

Upon her commissioning, the cargo ship was assigned to the Naval Transportation Service. When the conversion work had been completed, she got underway on 6 June for Port Hueneme, Calif., to load cargo and departed the west coast on 14 April, bound for the Fiji Islands. The vessel reached Viti Levu, Fiji Islands, on 3 May and began discharging cargo. Unloading was completed on the 28th, and she then reversed her course and proceeded back to the west coast of the United States. Upon her arrival in San Francisco, the ship entered a shipyard for repair work which was completed by early July when *Auriga* moved to Alameda, Calif., to load equipment and supplies for transportation to New Caledonia.

The vessel put out to sea on 19 July and, upon her arrival at Noumea on 7 August, unloaded her cargo. She completed this task on 21 August and sailed once more for the Fijis. The ship touched at Suva on the 24th; discharged equipment and supplies; and, three days later, began the voyage back to the United States. She arrived at San Francisco on 13 September, reloaded her holds, and moved to San Diego. On 1 October she stood out to sea, bound for the Ellice Islands.

Auriga reached Funafuti on the 16th but, the next day, moved on to Wallis Island, Samoa, and remained in port there through 12 November. She then returned to Funafuti, where she carried

out cargo operations into January 1944. On the 17th, the vessel got underway for Tarawa, Gilbert Islands, and spent the next week unloading cargo despite frequent enemy bombing attacks. She departed the Gilberts on the 24th and headed for Hawaii.

The ship moored at Pearl Harbor on 1 February and unloaded all her cargo before entering the navy yard there for repairs and alterations. On the 22d, *Auriga* moved to Honolulu for loading operations and got underway on the 29th for Eniwetok. She reached her destination on 11 March and began sending cargo and fresh water to various small craft. The ship took on Army equipment and got underway for Kwajalein on 8 April. The ship anchored off Kwajalein on the 10th and sailed two days later for Hawaii.

Shortly after returning to Pearl Harbor, *Auriga* was slated to take part in the invasion of Saipan in the Marianas. The vessel began taking on Army combat vehicles, ammunition, heavy artillery, and other supplies and embarked troops. On the morning of 1 June, the ship sortied with Task Group (TG) 51.18. After a pause at Kwajalein to refuel, TG 58.18 arrived off Saipan on the 16th; and *Auriga* began debarking troops and equipment. The next day, the ship retired from Saipan and, during the next eight days, steamed with various task groups while awaiting orders to return to waters off that embattled island.

On 25 June, *Auriga* touched at Saipan and began unloading operations. Despite enemy air harassment, she completed the process on the 28th and left the area. She anchored at Eniwetok and remained there nearly one month. The ship weighed anchor on the 27th and set a course for Pearl Harbor. After her arrival there on 3 August, the ship entered the navy yard for repairs and alterations.

On the 31st, *Auriga* sailed for Hilo, Hawaii, where she embarked marines, combat equipment, and ammunition. The ship headed back toward Pearl Harbor on 6 September and got underway again on the 15th, bound for Eniwetok. After briefly touching there, the cargo ship was routed on to Manus Island, Admiralties, a staging point for the invasion of the Philippine Islands. She left Manus on 14 October and, six days later, anchored in Leyte Gulf and commenced discharging cargo ashore.

Still off the beachhead on 25 October, *Auriga* underwent a Japanese air attack during which her commanding officer and four other crew members were wounded. The next day, she set a course for Peleliu in the Palaus. After a one-day stop there, the vessel proceeded to Hollandia, New Guinea.

Following a brief period in port, *Auriga* was assigned to a reinforcement group bound for Biak, Schouten Islands. Upon her arrival there, she began loading a cargo of vehicles and Army Air Corps equipment. She got underway on 14 November to return to Leyte. The vessel arrived in Leyte Gulf four days later and began sending her cargo ashore. In spite of heavy enemy air activity, *Auriga* completed her task on the 19th and left that evening to return to Hollandia.

The attack cargo ship remained there for a week before being ordered to Aitape, New Guinea, to take on equipment, ammunition, and Army troops. She got underway on 28 December and set a course for the Philippine Islands and the invasion of Luzon. *Auriga* was assigned to TG 78.5 whose ships reached Lingayen Gulf on 9 January 1945 and began unloading operations shortly after their arrival. Three days later, her holds were empty, and she sailed for Leyte.

While at Leyte, the cargo vessel was ordered to begin preparations for another assault on Luzon in the San Felipe-San Narcisco area. *Auriga* got underway for this operation on 26 January and arrived off the west coast of Luzon on the 29th. The unopposed landing was completed on the 31st, and the ship returned to Leyte where she remained in upkeep into March.

On 13 March, *Auriga* began taking on cargo, and she got underway on the 27th. She entered Ulithi Lagoon three days later, awaited further orders, and set sail on 7 April for Okinawa. The vessel anchored off Hagushi beach on the 11th and immediately encountered stiff enemy air opposition, but managed to discharge all of her passengers and cargo by the morning of the 17th. Two days later, she left Okinawa and returned to Ulithi.

The ship paused there to refuel and to embark passengers for transportation to the United States. She got underway for home on 25 April, sailed into San Francisco Bay on 12 May, and shortly thereafter entered a shipyard for alterations and repairs. Her repairs and shakedown were completed on 26 June, and she

resumed cargo operations. The ship got underway on 8 July, shaped a course for the Marshalls, and during the next month delivered cargo to both Eniwetok and Kwajalein. *Auriga* was then routed to Espiritu Santo to pick up more cargo.

Upon reaching Espiritu Santo on 15 August, the ship received word of the Japanese capitulation. She loaded supplies and equipment, got underway for Guam on the 23d, and entered Apra Harbor on 1 September. There, she took on cargo to support occupation forces in Japan. After a brief stop at Iwo Jima, *Auriga* sailed to Japan.

The vessel reached Yokosuka on 12 October and began discharging supplies ashore. She later embarked Army and Navy personnel for transportation back to the United States. The ship left Japan on 27 November and proceeded to Pearl Harbor. She then sailed on to the Panama Canal Zone, transited the canal on 27 December, and continued on to the east coast of the United States. *Auriga* reached New York City on 3 January 1946; discharged her passengers, cargo, and ammunition; and began preparations for deactivation. She was decommissioned at the New York Naval Shipyard on 22 January 1946 and was returned to the Maritime Commission for disposal. Her name was struck from the Navy list on 7 February 1946. She was sold later that year and was refitted for merchant service.

Auriga earned five battle stars for her World War II service.

Aurora

The Roman goddess of the morning often depicted in art as rising from the ocean in a chariot. Also a luminous phenomenon that consists of streamers or arches of light in the sky at night. The auroras are believed to be of electrical origin and are best observed in Arctic and Antarctic regions.

(Tug: t. 234; l. 110'0"; b. 26'8"; s. 12 k.; cpl. 20; a. 1 1-pdr.)

Aurora (SP-345)—a tug built in 1906 at Camden, N.J., by John H. Dialogue—was chartered by the Navy from the Lehigh Valley Railroad on 9 August 1917 and commissioned at Port Richmond, N.Y., on 22 September 1917. She was assigned to the 3d Naval District for duty as a minesweeper. She operated in that capacity out of Port Richmond until December 1918. At that time, *Aurora* was transferred to the Naval Overseas Transportation Service (NOTS) which used her as a tug at Tompkinsville, N.Y. On 24 March 1919, NOTS officials placed her out of commission and returned her to her owner. Her name was struck from the Navy list that same day.

Aurore II

(Yacht: t. 85; l. 96'3"; b. 18'0"; dr. 5'0" (mean); s. 12 k.; cpl. 16; a. 1 3-pdr., 1 1-pdr., 3 mg.)

Aurore II—a twin-screw, wooden-hulled, steam yacht built at Stamford, Conn., in 1916 by the Luders Marine Construction Co.—was purchased by the Navy from Stuart Wyeth of Philadelphia and placed in commission at the Philadelphia Navy Yard on 1 October 1917.

The yacht served in the 3d Naval District through the end of World War I and into the summer of 1919. She functioned as a patrol and dispatch boat in the Delaware estuary and in coastal waters near the Delaware capes. She also carried passengers in the same area.

Decommissioned on 12 August 1919, *Aurora II* was sold on 24 September 1919 to Mr. J. A. Branden of New York City.

Ausable

A river and a town in Clinton County, New York. Also a French word meaning "sandy."

(ScStr: dp. 7,500; l. 327'3"; b. 21'6" (mean); s. 10 k. (max.); cpl. 61; a. 2 3")

Laura—a steel-hulled screw steamer built in 1901 by Jan Smit, shipbuilder, of Ablasserdam, Holland, initially voyaged under the Dutch flag for well over a decade and a half before her name was changed to *Ausable* sometime in 1916 or 1917, probably

when she was acquired by the American Transatlantic Co., Inc. After the United States entered World War I, with the arming of American merchant ships, the vessel apparently received a battery of two 3-inch guns, manned by a Navy armed guard crew.

On 2 February 1918, the United States Shipping Board turned her over to the War Department, for use as a cargo transport. Later that same year, on 19 July, Vice Admiral William S. Sims, commanding United States Naval Forces in European waters, was authorized to assume custody of *Ausable* on a bare-ship basis, manning her with a Navy crew and operating her for the Army.

Accordingly, on 1 October 1918, *Ausable*—assigned to the Naval Overseas Transportation Service (NOTS) and designated Id. No. 1631—was commissioned at Cardiff, Wales, Lt. Comdr. Charles L. Arey, in command. At commissioning, her armed guard complement became "ship's company," and other Navymen soon supplanted her civilian crew to operate the ship. These changes completed, the ship began loading a cargo of coal the following evening.

Her bunkers and holds full by the morning of 6 October, *Ausable* embarked 16 American soldiers for passage to France before shifting to nearby Avonmouth to load a deck cargo of tractors. She departed the British Isles the following day, anchoring in Brest Roads, off the port of Brest, France, four days later. She then travelled in coastwise convoys to Quiberon Bay and La Pallice before reaching Bayonne on the 19th. There, she unloaded the tractors before steaming to Boucau, a port on the right bank of the Adour River, northwest of Bayonne and near the river's mouth at the Bay of Biscay, to unload her coal. On 11 November, Armistice Day, she got underway to return to the British Isles, making port at Barry, southwest of Cardiff, three days later, to unload her cargo.

Underway for Belfast, Ireland, on 23 November, *Ausable* reached that port two days later, loading coal for transportation across the English Channel. Underway again on the 28th, she headed for France. En route, *Ausable* sighted the steamer *Kilburne* drifting, her engines apparently out of commission. Comdr. Arey agreed to tow the ship to Fishguard, a port on the north coast of Wales just off the Irish Sea; and *Ausable* passed a towline to the distressed ship while sending a wireless message to Fishguard, requesting authorities there to have a tug available to bring *Kilburne* into port. Proceeding through the choppy sea, the collier towed the British steamer to Fishguard and briefly lay-to until the requested tug arrived to pick up the tow. Her mission of mercy completed, *Ausable* rang down full speed and proceeded for Bordeaux to deliver her cargo of coal.

Reaching Bordeaux via Verdon-sur-Mer on 6 December, *Ausable* completed discharging her cargo by the 12th and, two days later, embarked the officers and men from the cargo ship *Lake Bloomington*—which had run aground on the 11th and had been abandoned as a total loss—for transportation to England. Other transportation was apparently provided, however, for these same men—52 all told—disembarked before *Ausable* left Bordeaux.

Ausable arrived back in British waters four days before Christmas, dropping anchor in Barry Roads. The ship conducted one additional coal-carrying voyage to French waters—to the port of St. Nazaire, via Quiberon Bay—before departing St. Nazaire with 1,355 tons of general cargo (that included 10 tons of ammunition) on 15 February, bound for the United States.

Ausable steamed past the Ambrose Lightship on 12 March, anchoring in Gravesend Bay that evening. She unloaded her ammunition cargo into a barge on the afternoon of the 13th. Two days later, she shifted to an anchorage off Staten Island, tarrying there briefly before mooring to a dock at New York City on the 16th to discharge the remainder of her cargo. That task completed, she moved to Shewan's Drydocks, Brooklyn, and subsequently to the Erie Docks (also Brooklyn) where her guns were removed. Finally, on the afternoon of 19 April 1919, *Ausable* was placed out of commission and simultaneously returned to her former owners.

Ausable operated with the American Transatlantic Co. until 1924, when she was sold to the Foreign Transport and Mercantile Corp., also of New York. Renamed *Matte Jensen* in 1924 or 1925, the steamer served under Danish registry into the late 1920's. Subsequently acquired by an A. Kalnin, of Riga, Latvia, the erstwhile NOTS coal carrier became *Kuhrs* in 1929 or 1930, and sailed under the Latvian flag until acquired by the Cumbrae Shipping Co. Ltd., an English firm, in 1936 or 1937.

She disappeared from shipping registries during the 1937-1938 period.

Ausburn

Ausburn (Destroyer No. 294) was renamed *Charles Ausburn* (q.v.) on 20 February 1920.

Ausburne

Ausburne (Destroyer No. 294) was renamed *Ausburn* (q.v.) on 12 December 1919 to correct an apparent spelling error.

Ausburne, Charles, see *Charles Ausburne* (DD-570).

Austin

Stephen Fuller Austin was born on 3 November 1793 on the southwestern frontier of Virginia in what is now Wythe County. In 1798, his family moved to what is now Missouri. At the completion of studies at Transylvania University in April 1810, he returned to that area to begin what would be a widely varied career. He worked as a storekeeper, managed some of the local lead mines, and served as the director of the Bank of St. Louis. Concurrently, Austin was also a militia officer and a member of the Missouri territorial legislature. However, by 1820, the Austin family had fallen on hard times, and Stephen moved on to Arkansas in June of that year. Appointed a judge by the governor, he appears never to have served on the bench. Instead, he moved south to New Orleans to study law. While there, he also assisted in the editorial department of the *Louisiana Advertiser*.

While in New Orleans, Austin succumbed to his father's enthusiastic interest in settling Americans in the Mexican province of Texas. Visiting the area in 1821, he secured the governor's consent to settle the 300 families in Texas for which his father's grant called. In addition, he selected a fertile, well-watered site on the Gulf of Mexico for the colony and, in January 1822, supervised the establishment of the colony there. In the meantime, Mexico had successfully concluded her 11-year struggle for independence from Spain. That event, coupled with the Spanish origin of Moses Austin's original land grant, caused some doubt about the continued validity of the enterprise.

Stephen Austin, therefore, travelled to Mexico City to gain the approval of the new government. Political instability in the capital kept him there for about a year, but he returned not only with an official sanction but also with valuable experience and knowledge in negotiating with Latin officialdom, not to mention some powerful friends.

Upon his return, he brought with him a broad range of power. In a sense, he may be viewed as absolute dictator of Texas until 1828, combining in his person the roles of executive, legislative, and judicial branches of government as well as military head. He possessed the final authority to admit people to or exclude them from his grant.

Though much of this authority lapsed after the 1828 organization of a constitutional government for Texas, his influence continued to dominate the scene for several years thereafter. He served as a member of the legislature of Coahuila-Texas in 1831 and 1832 and was elected to the term beginning in 1835. However, events which led to the independence of Texas prevented him from serving that term.

A convention assembled in April 1833 requested of the Mexican government that Texas be separated from Coahuila and be granted the status of a state within the Mexican federation. Austin—using his knowledge of the Mexican psyche—opposed the method and timing, though he favored the objective. Nevertheless, he carried out the wishes of the convention by delivering its petition to Mexico City. Once the course was determined, he pressed the Texan case vigorously—perhaps too vigorously. For his pains, he was arrested on the spurious charge that he was really pushing for a Texan revolution with the object of appending Texas to the United States. As a result, he spent a year in prison and another six months of detention under bond.

A general amnesty law in July 1835 finally allowed him to return to Texas. Upon his arrival there, he found the people on

the threshold of revolt. A convention of Texans was scheduled for November 1835 to formulate a policy toward Santa Ana's changes to the federal constitution of 1824, but war erupted before the convention met. Thus the focus of their discussions quickly changed to defining the goals for which the Texans were fighting. Austin supported the successful moderate resolution which called for Texas autonomy, but still within the context of the federal constitution of 1824. Initially, therefore, the Texans fought only the centralist concept.

Yet, since they were fighting the central government—regardless of objective—the people of Texas needed assistance. Accordingly, a three-man commission—composed of William H. Wharton, Branch T. Archer, and Austin—was appointed to travel to the United States to seek loans and other assistance. The commissioners arrived in New Orleans in January 1836 and secured loans totalling about a quarter of a million dollars. Their trip up the Mississippi River generated a great deal of sympathy for their cause and no doubt contributed to the subsequent, large influx of Americans into Texas.

Nevertheless, in the United States, support for the Texans remained private rather than public. Despite the excellent connections of the three commissioners, the Jackson Administration avoided any hint of official support. While the three men were still in Washington, Texas declared its independence on 2 March 1836. Those two facts dictated their return to Texas to help establish the government of the new republic. Austin arrived back in Texas in June of 1836 and, supported by his two former colleagues in the United States, ran for the presidency of the republic. He lost to Sam Houston in the September election but, the following month, accepted the post of secretary of state in Houston's cabinet and served in that post until his death on 27 December 1836.

Austin is also the name of the city that serves as the capital of Texas and the seat of government for Travis County. Named in honor of Stephen Fuller Austin, the founder of Texas, it is located in central Texas on the Colorado River about 75 miles northeast of San Antonio.

John Arnold Austin—born in Warrior, Ala., on 30 August 1905—enlisted in the Navy on 20 November 1920. Between that time and 26 July 1935, he served four successive enlistments. On the latter day, Austin accepted an acting appointment as carpenter (warrant officer grade). That same day, he reported on board *Canopus* (AS-9) then serving as a unit of the Asiatic Fleet. On 8 August, he detached from temporary duty in the submarine tender and reported for duty in *Augusta* (CA-31). On 4 December 1935, Austin received a permanent warrant as a carpenter. He left the heavy cruiser on 13 July 1937 and reported on board *Tennessee* (BB-43) on 10 September 1937. He served in that battleship until detached on 14 June 1939 to proceed to further assignment to *Rigel* (AD-13) reporting on 18 July 1939. After 14 months in that destroyer tender, Carpenter Austin departed on 21 September 1940 bound for duty in *Oklahoma* (BB-37) and reported on board the battleship on 5 October 1940. In October 1941, Austin received a commission as chief carpenter (commissioned warrant officer).

When the Japanese attacked Pearl Harbor on the morning of 7 December 1941, Chief Carpenter Austin was in *Oklahoma*. When the battleship capsized as a result of Japanese bombs and torpedoes, he was trapped below water with many of his shipmates. Austin searched for a means of escape and found a porthole which, though beneath the surface, offered just such an avenue. As a result of his efforts, 15 sailors escaped a watery grave. Chief Carpenter Austin, however, did not. As his citation reads, "He gallantly gave his life in the service of his country." Chief Carpenter Austin was awarded the Navy Cross posthumously.

The first *Austin*—originally a ship of the Texas Navy—was named in honor of Stephen Fuller Austin. The second *Austin* (DE-15) honored Chief Carpenter John Arnold Austin. The third *Austin* (LPD-4) was named for the capital of Texas.

I

(SlpW: t. 600; l. 125'; b. 31'; dph. 12'6"; cpl. 174; a. 16 24-pdrs., 4 18 pdrs.)

The first *Austin*—a sloop of war constructed in 1839 at Baltimore, Md., by Schott & Whitney for the Texas Navy under the name *Texas*—was delivered and commissioned on 5 January

1840 at Galveston, Republic of Texas, Capt. Edwin W. Moore, TN, in command though not present.

Austin remained at Galveston through the first five months of 1840 recruiting officers and men and training them in the ways of the sea before embarking upon her first cruise late in June. She and the rest of the squadron stopped at New Orleans, La., for about a month to gather stores and provisions. Late in July, she set sail in company with *San Bernard* bound for the Yucatan peninsula where another revolt had broken out against the central government in Mexico City. She arrived at Sisal on the northern coast of Yucatan on 31 July but soon moved southwest down the coast to Campeche where Commodore Moore conferred with two leaders of the Yucatan federalist movement, General Anaya and governor-elect Santiago Mendez, regarding joint Texas-Yucatan action against the central government. The two men offered Moore the use of Yucatan ports for operations against Mexico. The Texas squadron, however, was under orders not to begin hostilities unless and until the negotiations between Texas commissioner James Treat and the Mexican government failed completely. Thus *Austin* spent her time cruising around the gulf coast of Mexico and Yucatan gathering intelligence and investigating ports and suitable anchorages.

Those inconclusive meanderings ended on 1 October when a severe gale blew up while *Austin* was off Lobos Island. During the third stormy day, her lookouts sighted a ship in distress; and she immediately dispatched boats to aid the stricken vessel which proved to be the Mexican *Segunda Fama*. The Texans succeeded in saving all 26 people on board as well as her cargo. On 14 October, *Austin* departed Lobos Island and set a course for Tampico to land the survivors. She arrived there on the 16th and completed her appointed mission the incongruous result of which was to have her enemies ashore laud her and her crew as heroes. She remained in the area several days in the hope that her newly found hero status might allow her to fill her beleaguered water casks. The honeymoon lasted only four days. On 20 October, a boat from *Austin* attempting to gather fresh water from the river current about one and one-half miles offshore was fired upon by a Mexican shore battery. Though the men of the boat crew suffered only a drenching from the shell splashes and made good their escape back to *Austin*, Commodore Moore concluded that hostilities had recommenced. He fired one token shot from an impossible range and sailed *Austin* away to gather his squadron to promulgate a blockade of the eastern coast of Mexico.

The sloop of war returned to the anchorage at the Arcas Islands to find *San Jacinto* hard aground and severely damaged by a storm. After surveying the stricken ship, Moore sailed in *Austin* to find *San Bernard* and *Zavala*, the other two active ships of his squadron. He visited Campeche on 8 November and Sisal on the 10th. From the latter port, he headed for Frontera where he finally found *Zavala* and *San Bernard* on the 14th. At this point, the Texas squadron desperately needed cash to repair *San Jacinto*, to supply fuel for the steamer *Zavala*, and to provide stores and provisions for the rest of the squadron. Accordingly, discussions were held regarding the Texas squadron's potential utility in helping Yucatan federalist forces in their siege of centralist-held San Juan Bautista located several miles up the Tabasco River. Yucatan General Anaya agreed to pay the Texas Navy \$25,000 of the ransom charged the town if the joint attack succeeded. On 19 November, *Austin* started up the Tabasco in company with *San Bernard* and a Yucatan brig—all being towed by *Zavala*. The warships arrived off San Juan Bautista the following day, and the town's 600-man centralist garrison surrendered without a shot's being fired by either side. *Austin* and the rest of the squadron remained at the town for several days to assure collection of the Texas Navy's entire share of the ransom and then the fever-wracked squadron departed, manned by 30 men among the three ships. The sloop of war stopped at the Arcas Islands on 13 January 1841 to pick up the sick who had been left there to recover and then headed back to Galveston where she arrived on 1 February.

At Galveston, *Austin* was placed in reduced commission, serving only on harbor patrol. She remained there through most of what was left of 1841 before returning to full commission early in December 1841.

During the middle of the first week in December, *Austin* was towed across the Galveston bar to receive stores and provisions in preparation for her second cruise in cooperation with the Yucatan federalists against centralist Mexican forces. On 13 December with Commodore Moore embarked, she set sail for Yucatan. By 5 January 1842, *Austin* had rendezvoused with *San*

Bernard and *San Antonio*, both of which had departed Galveston ahead of her. The three Texas Navy warships entered the port of Sisal on the 6th and remained there until the 24th while Commodore Moore conducted diplomatic discussions with the federalists of Yucatan. On the latter day, she got underway for a humanitarian mission—the rescue of the crew and the salvage of the cargo of the American merchant ship *Sylph* which had been driven hard aground on Alacranes Island during a severe storm. She succeeded in her mission and landed passengers, crew, and cargo back at Sisal, *Sylph*'s destination, on the 27th.

Austin departed Sisal on 1 February 1842 in company with *San Bernard*. After a stop at Campeche, they continued on to Veracruz where they took up station as close to shore as conditions permitted. On 6 February, *Austin* and *San Bernard* sighted, pursued, and captured the 180-ton Mexican brig *Progreso* and sent her to Galveston with two officers and a small prize crew on board. Bad weather plagued the two Texas ships throughout the month of February, and they made no further captures. On 17 February, *Austin* hoisted the United States flag and sailed into Veracruz harbor itself to get a first hand look at Mexican naval preparations. After viewing with alarm an old commercial steamer undergoing naval conversion and a new schooner readying as well, she released her captives in *Progreso*'s boats, exited the harbor, and set sail for Campeche. The warship stopped overnight at Campeche on 22 and 23 February before continuing on to Sisal. From there, she made for the Arcas Islands anchorage to rendezvous with *San Antonio*.

San Antonio failed to make the rendezvous before water and ration shortages forced *Austin* to depart the Arcas Islands on 5 March. The next day, she stopped at Campeche for mail; and some trouble ensued there over a rumor that the Texans had or were about to receive orders to begin operations against Yucatan in consequence of the latter's about-to-be consummated reconciliation with the government in Mexico City. Moore, however, succeeded in disabusing the Yucatan officials of such notions and left Campeche on the 9th in company with *San Bernard*. The two ships arrived in Carmen the next day and met *San Antonio*.

The Texas squadron remained at Carmen for 18 days taking on water and making repairs. On the 28th, the three warships set sail for Veracruz where they arrived on the last day of March. After taunting the two Mexican warships in the harbor to no avail, *Austin* and her cohorts began prosecuting the blockade. On 1 April, *Austin* and *San Bernard* captured the small Mexican schooner *Doloritas* somewhat northwest of Veracruz. Two officers were put on board the schooner which headed for Galveston. On the 3d, they took the schooner *Dos Amigos* near Tuxpan. The three ships then headed for Lobos Island to put a prize crew on board. Upon entering the anchorage on 4 April, *Austin* grounded on a pinnacle reef, but she kedged herself off within two hours. After sending *Dos Amigos* to Galveston in company with *San Bernard*, *Austin* headed for Sisal where she arrived on 18 April. The following day, *San Bernard* arrived off Sisal with orders for Commodore Moore to return to Texas to confer with President Houston. The Texas squadron departed the Yucatan coast on 26 April and shaped a course for Galveston.

Austin and her consorts arrived in Galveston at the beginning of May. On the 7th, they shoved off for various American gulf ports to refit. *Austin* went to New Orleans and remained there for almost a year due to a series of political and financial machinations carried out, for the most part, by the new republic's anti-navy president, Sam Houston. Finally, on the night of 15 April 1843, Commodore Moore put to sea in *Austin* in company with *Wharton*. The two warships shaped course for the coast of Yucatan where hostilities had broken out once again between the largely federalist locals and the central government in Mexico City. Later that month, *Austin* and *Wharton* arrived off the coast of Yucatan and began searching for the much stronger Mexican squadron, now augmented by the iron-hulled steamer *Montezuma* and the wooden-hulled steamer *Guadaloupe* both of which were armed with guns that far outranged those of the Texas ships.

The Texans had hoped to encounter one of those monsters alone so that they might defeat the enemy in detail. That was not to be. They finally encountered the Mexicans—the entire five-ship squadron—between Lerma and Campeche at dawn on 30 April. Notwithstanding the heavy odds against them, the Texas warships pressed on every square inch of sail and charged to the attack. At 7:35 a.m. the Mexican warships opened fire with their long-range guns. *Austin* and *Wharton* passed between the Mexican steamers and their sailing ships. They exchanged five

broadships with the steamers to port before concentrating on the sailing ships to starboard. However, remaining outside the range of the Texan guns, the two steamers used their long-range Paixhans to harass *Austin* and *Wharton* while the Mexican sailing ships took flight. At about 8:40 a.m., the wind died and forced the two Texans to lie to. They eventually dropped anchors and sent their crews to breakfast. Anchored in such a manner as to be able to turn and present their broadsides in any direction without the wind, *Austin* and *Wharton* kept a weather eye on the steamers while looking for signs of a breeze.

At 11:15 a.m. *Montezuma* and *Guadaloupe* reopened the combat by trying to cross the sterns of the Texas and Yucatan ships. However, by virtue of their method of anchoring, *Austin* and *Wharton* were able to turn without the wind and present their starboard batteries. Soon thereafter, a northerly breeze sprang up enabling the two Texans to slip their anchors and make for the Mexicans at best speed. Texans and Mexicans traded broadsides. One 68-pound Paixhans shell from *Guadaloupe* screamed low over *Austin*'s quarterdeck forcing Commodore Moore and Lt. Gray to duck as it cut the after mizzenmast shroud, crashed through Moore's cabin and out the stern into the water. Damage, however, remained minimal. The Mexicans soon pulled out of range upwind and moved off. At this point, *Austin* and *Wharton* moved into the anchorage. *Austin* grounded on the way in; but, with the coming of the tide an hour later, she floated free.

While his warships were in the anchorage, Commodore Moore made plans and changes which he hoped would enable him to renew the engagement on somewhat more equal terms. *Austin* received two long-range 18-pounders from the federalists ashore, and *Wharton* took on board a single, long-range 12-pounder. Each morning the two ships sought the opportunity of a good, strong shore breeze to dash through the danger zone created by the Mexicans long-range Paixhans and utilize their superiority in medium-range guns to best advantage. The Mexicans foiled these attempts by the simple expedient of backing out of range upwind.

Under pressure to achieve a victory, the Mexicans finally sought battle. On the morning of 16 May, a strong, offshore breeze allowed the Texans to come out and engage their Mexican enemies. The three Mexicans traded shots with the two Texans until the wind died around 10:00 that morning. At that point, the Mexican steamers began to close the becalmed Texans, pounding them with their long-range guns on the way in. Soon, however, they were inside the range of *Austin*'s borrowed long-range 18's. Her second salvo carried away *Guadaloupe*'s flagstaff and ensign. Twenty minutes later, *Austin* suffered three hits in rapid succession, but damage remained minimal. Finally, the Mexicans closed to within range of medium guns and the duel began in earnest. Both steamers concentrated their fire on *Austin*. The doughty little sail-powered sloop of war gave as well as she received. Then, suddenly about 20 minutes after noon, a breeze sprang up. While *Wharton* noticed the breeze too late to really take advantage, *Austin* acted in time to make the best of it. She sliced through the water between the two steamers with both port and starboard batteries fully engaged. *Montezuma* and *Guadaloupe* each took a terrific pounding and suffered numerous casualties. *Austin*'s gunfire put one of *Guadaloupe*'s paddles out of action, and the big steamer began to limp out of the action on the one remaining. *Montezuma* covered her retirement but also moved off. *Austin*, with *Wharton* at a distance behind her, gave chase. During the 14-mile stern chase, *Austin* took at least nine major-caliber hits. Though badly shot up, the little Texas flagship pursued the Mexicans for three hours before giving it up due to structural damage and dangerous leaks. That afternoon, the two Texans reentered their anchorage and began feverish repairs.

Though he had fought a battle which effectively raised the siege of Campeche, breathed new life into the Yucatan federalist cause, and thereby foiled Mexican plans for a seaborne invasion of Texas supported by a reconciled Yucatan, Commodore Moore was declared a pirate by Texas President Sam Houston. Upon learning of that turn of events, Moore conferred with Texas Navy Commissioner Morgan. The two concluded that they had to return to Texas to explain their actions. The Mexican fleet remained in the area until late June, precluding the Texans' departure. Finally on 27 June, the opportunity came. *Austin* and *Wharton* put to sea. They made stops at Sisal and at the Arcas Islands before setting a course for Galveston. *Austin* and her consort arrived at their destination on 14 July 1843.

Five days after their arrival, Commodore Moore and Comdr. John T. K. Lothrop of *Wharton* were relieved of command and

tendered dishonorable discharges from the Texas Navy. Their successors quickly executed further orders to pay off the bulk of the sailors. The Texas Navy, for all intents and purposes, ceased to exist except on paper. *Austin* languished at Galveston until Texas was annexed by the United States in December of 1845. As a result of that action, *Austin* became a unit of the United States Navy. She was formally taken over at Galveston on 11 May 1846. Though in poor condition, she was moved to the Pensacola Navy Yard where she served as a receiving ship. Sometime in 1848, *Austin* was broken up at Pensacola.

II

(DE-15: dp. 1,140; l. 289'5"; b. 35'13/8"; dr. 9'11" (f.); s. 20 k.; cpl. 199; a. 3 3", 6 40mm., 5 20mm., 8 dep., 1 dep. (hh.), 2 dct.; cl. *Everts*)

The second *Austin* (DE-15) was laid down on 14 March 1942 at the Mare Island Navy Yard as HMS *Blackwood* (BDE-15) for the United Kingdom under the terms of the lend-lease agreement; launched on 25 September 1942; sponsored by Mrs. W. C. Springer; taken over by the United States Navy on 25 January 1943 and redesignated DE-15; and commissioned on 13 February 1943, Lt. Comdr. H. G. Claudius, USNR, in command. The destroyer escort was apparently commissioned as simply *DE-15* for the name *Austin* was not assigned to her until 19 February 1943, six days after she went into commission.

Assigned to Escort Division (CortDiv) 14, the ship conducted shakedown training out of San Diego between 23 March and 23 April. On the latter day, she put to sea to escort a convoy to Cold Bay, Alaska. She returned to San Diego on 11 May and began convoy escort missions between the west coast and the Hawaiian Islands. Between mid-May and early September, *Austin* made two round-trip voyages between San Diego and Oahu and then a single, one-way run from the west coast back to Pearl Harbor. On 2 September, she stood out of that base; shaped a course for the Aleutian Islands; and, on 14 September, joined the Alaskan Sea Frontier. For just over one year, *Austin* plied the cold waters of the north Pacific escorting ships between Alaskan ports, conducting patrols, performing weather ship duties, and serving as a homing point for aircraft.

The warship departed Alaska on 23 September; arrived in San Francisco, Calif., a week later, and received a regular overhaul which lasted until 17 November. On 3 December, she once more weighed anchor for Hawaii. *Austin* operated out of Pearl Harbor as a training vessel with the Pacific Fleet Submarine Training Command until 20 March, when she set out for the Central Pacific. On 1 April, the destroyer escort reported for duty with forces assigned to the Commander, Forward Areas, and, for a little more than two months, conducted antisubmarine patrols and air/sea rescue missions out of Ulithi Atoll in the Western Caroline Islands. She finished that assignment on 10 June when she shaped a course for the Mariana Islands. For the next four months, *Austin* operated out of Guam and Saipan. In addition to antisubmarine patrols and air/sea rescue missions, she escorted convoys to such places as Iwo Jima, Eniwetok, and Okinawa. Following the cessation of hostilities in mid-August, she conducted search missions in the northern Marianas for enemy hold-outs and for survivors of downed B-29's. The warship also patrolled Truk Atoll briefly before occupation forces arrived there in strength.

On 12 October, she departed Guam in company with the other ships of CortDiv 14, bound for San Pedro, Calif., and inactivation. On 17 November, she reported to the Commander, Western Sea Frontier, to prepare for decommissioning and, on 21 December 1945, was placed out of commission at Terminal Island Naval Shipyard. *Austin* was berthed with the Pacific Reserve Fleet until scrapped. On 8 January 1946, her name was struck from the Navy list. The Terminal Island Naval Shipyard completed scrapping her on 9 January 1947.

III

(LPD-4: dp. 16,914; l. 569'; b. 105'; dr. 23'; s. 21 k.; cpl. 1,438; a. 8 3"; cl. *Austin*)

The third *Austin* (LPD-4) was laid down on 4 February 1963 at Brooklyn, N.Y., by the New York Naval Shipyard; launched on 27 June 1964; sponsored by Miss Lynda Bird Johnson, the



Austin (LPD-4), 29 April 1965. (USN 1111157)

daughter of President Lyndon B. Johnson; and commissioned on 6 February 1965, Capt. William H. Shaw in command.

The amphibious transport dock remained at Brooklyn through May, then sailed to Norfolk, Va., on 26 May to complete her outfitting. During September and October, she was engaged in shakedown training in the vicinity of Guantanamo Bay, Cuba. The ship then made a port call at Corpus Christi, Tex., before returning to her home port of Norfolk in November.

From November 1965 through April 1966, *Austin* operated in the Norfolk area before entering the Philadelphia Naval Shipyard on 5 May for repairs and alterations. When this work was completed, she headed for the Caribbean to conduct two weeks of trials off Vieques Island, Puerto Rico. The ship next sailed to the Dominican Republic to assist in the withdrawal of units of the Inter-American Peace Force which had helped restore stability during a political crisis. These units were disembarked at Sunny Point, N.C., on 9 August; and she then returned, via Norfolk, to Philadelphia where she arrived on the 21st for adjustments to her main propulsion plant. On 3 November, *Austin* returned to Norfolk.

She spent the next four and one-half months in preparation for an extended deployment as a unit of the Caribbean Amphibious Ready Group. On 15 April 1967, *Austin* touched at Morehead City, N.C., to embark Marine Corps units and then proceeded to the Caribbean. While there, she participated in numerous amphibious training exercises and made port visits at Ponce and San Juan, Puerto Rico; Willemstad, Curaçao; St. Thomas, Virgin islands; Colon, Panama; and Guantanamo Bay. The vessel returned her marines to Morehead City on 17 August and arrived at Norfolk on 19 August for a leave and upkeep period. She got underway again on 4 November to become a part of the recovery force for the *Apollo IV* space mission. From 13 to 16 November, *Austin* held amphibious training exercises, then returned to Norfolk for the holidays.

She sailed on 8 January 1968 to carry naval personnel and equipment to Key West, Fla. After continuing on to Roosevelt Roads, Puerto Rico, the ship arrived back in Norfolk on 25 January. During February, March, and April, she took part in

several training exercises along the east coast. On 13 May, another cruise to the Caribbean began which included visits to Bermuda; Nassau, Bahamas; San Juan, Puerto Rico; and Key West. The vessel briefly returned to Norfolk on 3 June and then retraced her route to take part in Operation "Race Run," at Vieques Island. *Austin* was back in home port on 30 June and entered the Norfolk Naval Shipyard on 19 July for an overhaul.

Refresher training at Guantanamo Bay in late January 1969 was followed by two weeks of amphibious warfare training in the Virginia capes area. In April, *Austin* took part in special amphibious exercises before beginning another deployment to the Caribbean on 18 May. During the four-month cruise, she was involved in Operation "Exotic Dancer II," held off Puerto Rico, and visits included San Juan and Roosevelt Roads; La Guaira, Venezuela; Colon, Panama; Guantanamo Bay; Bridgetown, Barbados; and St. Thomas. This deployment ended on 10 September, and the ship began a period of leave and upkeep at Norfolk. She sailed again on 4 November as a recovery ship in support of the *Apollo XII* spaceshot and remained on station until 24 November when she began the voyage back to Norfolk. *Austin* made a brief stop at Port of Spain, Trinidad, on 29 and 30 November and arrived at Norfolk on 6 December.

Austin spent the first two and one-half months of 1970 in port, before sailing on 17 March with Amphibious Squadron (PhibRon) 2 for the Mediterranean. The deployment included amphibious landing exercises and stops at Rota and Malaga, Spain; Genoa and Naples, Italy; Cannes, France; and Valletta, Malta. *Austin* lost her stern gate on 6 June, and temporary repairs were made at Malta from 16 to 30 June. The ship arrived back in Norfolk on 13 July to begin a yard period for permanent repairs. She emerged from the shipyard on 22 September and began refresher training. *Austin* again deployed with PhibRon 2 on 16 November. During the cruise, *Austin* held numerous amphibious and antisubmarine warfare exercises. She also visited Genoa, Livorno, and Naples, Italy; Barcelona and Rota, Spain; Mersin, Turkey; and Athens, Greece. On 7 May 1971, *Austin* ended the cruise at Norfolk.

The ship got underway again on 14 July for operations in conjunction with the recovery of the *Apollo XV* space capsule.

The first two weeks in August were spent in mine counter-measures exercises held in the area of Charleston, S.C. *Austin* then entered a period of type training and amphibious exercises followed by more mine warfare exercises in early November. She returned to Norfolk on 12 November for the holidays.

Austin began 1972 with Exercise "Snowy Beach," a large-scale landing exercise held off the coast of Maine. From 15 February to 20 March, she participated in Operation "Springboard," in the Caribbean. The ship visited the Naval Academy from 17 to 20 April to hold indoctrination tours for midshipmen. During the next two months, she conducted type training and took part in Exercises "Exotic Dancer," and "Escort Tiger." On 5 July, the vessel unloaded all ammunition in preparation for overhaul. She entered the Maryland Shipbuilding and Drydock Co., Baltimore, Md., on 11 July. Work continued there until 11 October, when the ship was towed to the Norfolk Naval Shipyard for completion of the yard work.

On 15 March 1973, *Austin* began post-repair trials. She sailed to Guantanamo Bay on 22 March and, after refresher training, returned to Norfolk on 24 April. After another two months of preparation, the vessel sailed on 7 June for another Mediterranean deployment. Her ports of call included Alicante, Barcelona, and Rota, Spain; Trieste and Venice, Italy; and Corfu, Athens, and Rhodes, Greece. She took part in several exercises, including NATO Exercise, "Deep Furrow," from 18 September to 4 October. On 10 October, *Austin* got underway for Soudha Bay, Crete, as a part of the 6th Fleet response to the Arab-Israeli War. In early December, she began the trip back to Norfolk. After pausing briefly at Morehead City on 19 December, she arrived at Norfolk on 20 December for post-deployment standdown.

The ship got underway on 8 February 1974 for Guantanamo Bay as a unit of the Caribbean Amphibious Ready Group. She operated from various points in Puerto Rico and the Virgin Islands through August. In early September, *Austin* visited Caracas, Venezuela, and Willemstad, Curaçao. While in Curaçao, 154 Dutch marines were embarked for Exercise "Doria Salute VII." The marines disembarked at Vieques Island; then *Austin* returned—via San Juan, Aruba, and Curaçao—to Norfolk on 19 March. However, she headed back toward the Caribbean on 24 April. The first country visited was Panama, where marines disembarked for jungle warfare training. Her subsequent ports of call included Cartagena, Colombia; Vieques, Puerto Rico; and St. Johns, Antigua. From 25 May to 2 June, *Austin* was back in Norfolk for upkeep. She resumed duty on 30 October by sailing to the Canal Zone. The ship continued her routine of shuttling marines and their equipment between various Caribbean ports through 16 December, when she arrived back at Norfolk.

On 25 February 1975, *Austin* deployed once more to the Mediterranean and carried out amphibious training exercises and midshipmen training cruises in that area, visiting ports in Spain, Italy, and France before returning to Norfolk on 20 August. She then began an extended period of availability.

The ship got underway on 14 January 1976 to load ammunition and sailed a week later for the Caribbean. After a brief training period at Guantanamo Bay, she continued on to Curaçao. From 4 to 16 February, *Austin* took part in Exercise "Rum Punch 76." She was back in home port on 21 February for upkeep.

For the next four months, the amphibious transport dock was involved in a series of inspections, training exercises, and Naval Reserve training cruises. On 9 June, she returned briefly to the Caribbean and then made a short visit to New York City in early July. *Austin* was back in Norfolk on 10 July and began preparations for overseas movement. She sailed on 20 August for northern Europe. Her ports of call during the cruise included Orland, Norway; Edinburgh, Scotland; Scapa Flow, Orkney Islands; Esbjerg, Denmark; Amsterdam, Netherlands; Bremerhaven, Germany; and Portsmouth, England. After a stop at Morehead City to disembark marines she arrived in Norfolk on 11 November.

The ship went to Yorktown, Va., on 17 January 1977 to unload ammunition prior to her scheduled overhaul. She proceeded to Baltimore on 2 February and commenced overhaul at the Maryland Shipbuilding and Drydock Co. The work was finished on 16 February 1978, and *Austin* returned the next day to Norfolk. After a brief stay, she sailed to Guantanamo Bay for refresher training, but was back in Norfolk on 25 April. After several months of training, the vessel got underway on 22 August for the north Atlantic. There she took part in Operation "Northern

Wedding," in conjunction with other NATO naval units, and made stops in Norway, Denmark, and England, before returning to Norfolk on 31 October.

Austin sailed on 30 January 1980 for another Mediterranean deployment. During this trip, she touched at Lisbon, Portugal; Cartagena, Spain; Athens, Greece; and Naples, Genoa, and Venice, Italy. The ship returned to her home port on 11 July. After a brief respite, she sailed for South America on 15 October and participated in Operations "Unitas," and "Allied Caribe 80." The warship took part in an amphibious operation with Brazilian naval forces. Operation "Allied Caribe 80" was held in the Antilles in conjunction with units from Great Britain, Canada, and the Netherlands. *Austin* later provided hurricane relief assistance to the inhabitants of Dominica. The ship returned to Norfolk on 7 December, and she continued operations from that port into 1981.

On 3 February 1981, *Austin* put to sea from Norfolk on her way to Morehead City, N.C., to embark Marine Corps units. From Morehead City, she headed for the Arctic Circle near Norway where she participated in cold weather training. The warship returned to Norfolk on 17 April and resumed normal operations out of that port. Late in June, she voyaged south and west to the gulf coast of Florida to perform a special project for the Chief of Naval Operations. During the trip home, *Austin* visited Ft. Lauderdale, Fla., and Nassau in the Bahamas. Arriving back at Norfolk on 8 July, she resumed a normal schedule of operations until the beginning of September when she entered the yard at the Norfolk Shipbuilding & Drydock Co. to begin an 11-month overhaul.

Austin completed the repair period on 2 August 1982 and spent most of the remainder of the year undergoing post-overhaul inspections and examinations at Norfolk. She began 1983 with a cruise to Guantanamo Bay, Cuba, to conduct post-overhaul refresher training. During the early part of February, the warship took an extended break from training to make a 12-day port visit to New Orleans, La., for the Mardi Gras festival. *Austin* resumed refresher training on 19 February and concluded it on 1 March. In March and early April, she operated out of Norfolk and then spent the last three weeks of April in port preparing to deploy to the troubled eastern Mediterranean. On 8 May, *Austin* set sail for Morehead City where she embarked the 1st Battalion, 8th Marines (BLT 1/8), and the 24th Marine Amphibious Unit (MAU 24) before heading out across the Atlantic.

The warship arrived in the Mediterranean late in May and disembarked the Marine Corps units at Beirut, Lebanon, where a guerilla-style civil war among a virtual rainbow of factions, complicated by military incursions on the parts of Syria and Israel, had been in progress at varying levels of intensity for some time. In September 1982, the assassination of president-elect Bashir Gemayel touched off atrocities that brought a multinational peacekeeping force into the country soon thereafter. In May 1983, the marines of BLT 1/8 and MAU 24 replaced the part of that force protecting Beirut International Airport. *Austin*, for her part, remained in the vicinity providing support for the troops, anchoring nearby during the day and steaming out to sea at night.

As tense as the situation in Lebanon was, ship and marines quickly settled into a routine. Too quickly perhaps, for on 23 October 1983, a terrorist shattered that routine when he drove an explosives-laden truck into the lobby of the headquarters of the Marine Corps units stationed ashore. The detonation of the mobile bomb destroyed the headquarters, killed 241 men and injured over 100 others. *Austin* responded to the emergency quickly by providing men to stand security watches and help in the search for survivors. In November, the amphibious transport dock departed the eastern Mediterranean and began the voyage home. On 7 December, she disembarked the remnants of BLT 1/8 and MAU 24 at Morehead City. The following day, *Austin* put into port at Little Creek, Va., and began post-deployment leave and upkeep.

The warship remained in port at Little Creek for the first six weeks of 1984. On 13 February, she put to sea to participate in a minesweeping exercise off the coast of North Carolina before heading for Scandinavian waters. During the Atlantic transit and during her time in the Arctic waters near Norway, *Austin* and other Navy warships joined elements of the navies of Canada, Denmark, Norway, and the United Kingdom in conducting the two-part NATO Exercise "United Effort/Teamwork '84."

Following the conclusion of the exercise, the amphibious transport dock made ceremonial visits to ports in Norway, the Netherlands, and in the United Kingdom. She returned to Little Creek on 28 April after a brief stop at Morehead City to disembark marines and unload their equipment.

In June, at the conclusion of the usual post-deployment standdown, *Austin* embarked upon a schedule of normal operations along the east coast. That employment occupied her time for the remainder of 1984 and during the first half of 1985. On 2 July 1985, she made the brief voyage to Morehead City where she embarked Marine Corps units and their equipment for another tour of duty with the 6th Fleet. The amphibious transport dock arrived in Rota, Spain, on 13 July and entered the Mediterranean Sea the following day. While the problems in Lebanon continued, direct American military involvement there had ceased. Thus *Austin* accomplished her 1985 Mediterranean deployment in a more routine fashion. It consisted of bilateral and multilateral exercises punctuated by visits to ports throughout the "middle sea." She completed turnover procedures at Rota, Spain, between 4 and 7 December and then put to sea for the voyage home. *Austin* stopped at Morehead City on the 18th and 19th to disembark marines and stood into Norfolk on the 20th.

In January 1986, the amphibious transport dock began a restricted availability at pierside in Norfolk. She finished repairs late in April and resumed normal operations out of Norfolk. *Austin* pursued those activities until the middle of August. She departed Norfolk on 12 August and, after embarking Marine Corps units at Morehead City on the 13th, set sail for northern Europe and another series of exercises with forces of other NATO nations. The cruise—highlighted by visits to Norway, Denmark, Germany, and England—lasted through the first week in October. On 8 October, *Austin* stood out of Dover, England, and shaped a course back to the United States. Steaming by way of Morehead City, the amphibious transport dock arrived in Little Creek on 21 October. On 3 November, she moved from Little Creek to the Norfolk Shipbuilding & Drydock Co. where she began a regular overhaul. As of the beginning of 1987, *Austin* was still undergoing repairs at Norfolk.

Autauga

A county in central Alabama established on 21 November 1818. Its seat is Prattville. The Indian village of that name served as a home for the Tawasa tribe.

(AK-160: dp. 2,382; l. 338'6"; b. 50'0"; dr. 21'1" (lim.); s. 11.5 k.; cpl. 85; a. 1 3", 6 20mm.; cl. *Alamosa*; T. C1-M-AV1)

Autauga (AK-160) was laid down under a Maritime Commission contract (MC hull 2105) on 10 May 1944 at Richmond, Calif., by the Kaiser Cargo Co.; launched on 7 August 1944; sponsored by Mrs. Leroy Lloyd; delivered to the Navy at her builder's yard on 24 November 1944; and commissioned the same day, Lt. Comdr. George L. Eastman, USNR, in command.

After conversion to a cargo ship at the Navy Drydocks, Terminal Island, Calif., between 6 December 1944 and 9 January 1945, *Autauga* conducted her shakedown training out of San Pedro from 10 to 22 January before shifting to Port Chicago early in February to load cargo. *Autauga* then departed San Francisco on 16 February and, following a stop in the Marshalls, reached the Carolines one month later. After reporting to Commander, Service Squadron (ServRon) 10, at Ulithi for duty as an ammunition issue and rework ship, she received munitions from bulk carriers and then issued them to ships and craft that ranged from patrol boats to battleships.

Leaving Ulithi in her wake on 9 July, the cargo ship sailed for the Marshalls and reached Eniwetok on the 16th to resume operation as an ammunition issue and rework vessel of Service Division 102. After hostilities with Japan ended in mid-August, she sailed for the United States on 8 November, having serviced almost 400 ships.

Autauga reached the Puget Sound Naval Shipyard on the 29th. Although initially earmarked for delivery to the War Shipping Administration (WSA) at Norfolk, Va., she was later directed to remain in the 13th Naval District because of the heavy workload at Norfolk. Decommissioned on 24 June 1946, *Autauga* was delivered to the WSA the next day, and her name was struck from the Navy list on 19 July 1946.

Acquired by the *Koninklijke Nederlandsche Stoomboot-Matschappij* N.V. of Amsterdam, Holland, and renamed *Hersilia*, the former Navy cargo ship operated out of Amsterdam, under the Dutch flag, from 1949 to 1962. Subsequently bought by the Saudia Arabian concern, the Saudi Lines, and renamed *Fauzia B*, she served commercially from 1963 to 1971 before her name disappeared from contemporary shipping registers in 1972.

Avalon

A mythical island in the Arthurian legends located somewhere to the west of England and believed to be an earthly paradise.

(MB: t. 16 (gross); l. 46'0"; b. 10'6"; dr. 3'1" (mean); s. 8.6 k.)

Avalon—a motorboat constructed in 1908 at Greenport, Long Island, N.Y., by the Greenport Basin & Construction Co.—was inspected for possible service on section patrol duty and taken into Navy custody on 19 May 1917 by officials of the 3d Naval District. Although her name appeared on, and was struck from, the Navy list, no records have been found that indicate *Avalon* was ever commissioned by the Navy. The sources, however, suggest that she was in Navy custody until returned to her owner on 22 December 1918. Her name was struck from the Navy list that same day.

Blue Ridge (Id. No. 2432) (q.v.) was renamed *Avalon* on 18 August 1919 by order of the Office of the Secretary of the Navy even though her name had been struck from the Navy list on 7 July 1919.

DSRV-2—a deep submergence rescue vehicle or diving bell—was informally referred to as *Avalon*, though officially regarded as an unnamed service craft.

Avenge

Originally assigned the name *Avenge* on 17 May 1941, AMc-65 was renamed *Assertive* (q.v.) on 23 May 1941.

I

(AMc-66: dp. 195; l. 97'; b. 22'; dr. 9'; s. 10 k.; cpl. 19; a. 2 .50-cal. mg.; cl. *Accentor*)

Bulwark (AMc-66) was laid down on 8 May 1941 at South Bristol, Maine, by the Bristol Yacht Building Co.; renamed *Avenge* on 17 May 1941; launched on 14 February 1942; sponsored by Mrs. William A. Parker; and placed in service at Boston on 2 April 1942.

Following fitting out at Boston, *Avenge* sailed for Hampton Roads and arrived at Yorktown, Va., on 23 April for training at the Mine Warfare School. Upon completion of the training, *Avenge* reported to the 6th Naval District, Charleston, S.C., for duty.

Avenge served at Charleston for the duration of her career. On 14 December 1945, the ship was placed out of service and laid up in the Wando River. Her name was struck from the Navy list on 8 January 1946, and the ship was turned over to the Maritime Commission for disposal on 8 August. She was subsequently sold to the United Fisheries Co., Gloucester, Mass.

II

(AM-423: dp. 620; l. 172'; b. 36'; dr. 10'; s. 15 k.; cpl. 74; a. 1 40mm.; cl. *Aggressive*)

The second *Avenge* (AM-423) was laid down on 1 August 1951 at Stamford, Conn., by the Luders Marine Construction Co.; launched on 15 March 1953; sponsored by Mrs. A. E. Luders, Jr.; and commissioned at the New York Navy Yard on 13 May 1954, Lt. Waymon Taylor in command.

After completing shakedown training, the minesweeper sailed on 6 August for her home port, Charleston, S.C., and arrived

there on 8 August. She conducted local operations until entering the Charleston Naval Shipyard on 14 January 1955 for conversion. During this period, her designation was changed to MSO-423, before she resumed her activities in April and began preparations for deployment.

On 6 September, *Avenge* sailed for the Mediterranean. Her ports of call during that deployment with the 6th Fleet included Gibraltar; Barcelona, Spain; Nice, Cannes, and Toulon, France; Monaco; Valletta, Malta; Naples, Italy; and Palma de Mallorca, Balearic Islands. The ship left Gibraltar on 17 January 1956 and arrived back in Charleston on the 31st. Following leave and upkeep, the ship sailed on 9 April for the coast of Nova Scotia and participated in minesweeping operations off Halifax before getting underway on 14 May to return to her home port.

The vessel operated for two months in the Charleston area, then left on 16 July to return to Canadian waters. She spent two months assisting in survey and beach clearance operations in connection with DEW line radar sites. The ship left St. Johns, Newfoundland, on 4 September, and arrived back in Charleston on 11 September.

Avenge returned to Argentia, Newfoundland, on 15 January 1957, took part in cold weather minesweeping operations, and then got underway for New York on 30 January. She touched at Charleston on 7 February and held local operations through 29 August. On that day, the minesweeper sailed for the Mediterranean. After reaching Gibraltar, she visited Valletta, Malta; Suda Bay, Crete; Kos Island, Greece; Gaeta and Naples, Italy; and Izmir, Turkey. While deployed with the 6th Fleet, she conducted joint exercises with the Italian Navy at Gaeta. She also held combined operations with the British Navy at Malta in January 1958. After five months in the Mediterranean, *Avenge* returned to Charleston on 13 February.

In late March, the ship took part in amphibious exercises at Onslow Beach, N.C., and in mine exercises at Little Creek, Va. *Avenge* departed Charleston on 11 January 1959, bound for Savannah, Ga., where she arrived on the 12th and entered the shipyard of the Savannah Machine and Foundry Co. for overhaul. The minesweeper returned to Charleston on 14 March for refresher training. During May and June, she took part in a mine test in the Charleston area before sailing once more on 24 July for the Mediterranean.

While on duty with the 6th Fleet, *Avenge* took part in numerous exercises. The largest came in October at La Spezia, Italy, when she joined units of the French, Greek, Turkish, Belgian, and Italian navies in Exercise "Gauge." She returned to Charleston on 11 February 1960.

The ship departed Charleston on 23 May to participate in Operation "Springboard," in the Caribbean. In July, she carried out an assignment off Cape Canaveral, Fla., and then proceeded to her home port for overhaul.

Avenge headed back to the Caribbean in January 1961 for amphibious exercises which lasted well into February. After returning home, she made an unscheduled deployment to the Caribbean in April in response to a political crisis in the Dominican Republic and did not get back to Charleston until August. Thereafter, type training and minesweeping exercises off the South Carolina coast kept her busy through the end of 1961.

In January 1962, *Avenge* operated from Panama City, Fla., providing services for the Naval Mine Defense Laboratory and reported back to her home port in February. Following an overhaul, she returned to Panama City in August. Intensive minesweeping training exercises in company with Mine Division 82 occupied her time in October and November.

Early in January 1963, the ship embarked upon another Mediterranean tour during which she took part in several combined exercises and visited ports in Italy, Sardinia, and France. *Avenge* participated in NATO Exercise "Fair Game" before returning to Charleston on 5 June. Following leave and upkeep, she proceeded to Panama City to work with the Naval Mine Defense Laboratory. The minesweeper reported back to Charleston on 20 November and began preparations for a deployment to the Caribbean.

In February 1964, the vessel began a two-month cruise to the Caribbean, working out of Guantanamo Bay, Cuba. She arrived back in Charleston in April for leave and upkeep and then entered the naval shipyard at Charleston in May for repairs which were followed by refresher training and local operations. In late December, *Avenge* got underway for the Caribbean. She

visited Guantanamo Bay; Roosevelt Roads, Puerto Rico; and Bonaire, Netherlands Antilles. The end of 1964 found *Avenge* anchored at Frederiksted, Saint Croix, in the American Virgin Islands.

During January and February 1965, *Avenge* operated out of Guantanamo Bay before arriving back at Charleston in March and resuming a full schedule of training exercises and operations. In August, she was part of the Gemini V recovery force off Cape Kennedy, Fla. In early December, the minesweeper took part in an amphibious exercise off Vieques, Puerto Rico, before returning to her home port for the Christmas holidays.

In February 1966, the ship was part of the recovery force off Cape Kennedy during tests of the Apollo rocket and returned to Charleston in March and conducted local operations through June. She sailed to Savannah once more in early July for another period of overhaul, and she left the shipyard in September for refresher training in the Norfolk area.

The vessel returned to Panama City on 14 January 1967 and helped to test minesweeping gear being developed for use by helicopters. She visited the cities of Tampa, West Palm Beach, and Jacksonville, Fla., in February and arrived back at Charleston on 28 February. After a brief tender availability, *Avenge* provided services to the Mine Warfare School at Charleston before sailing for Newport, R.I., on 2 May to conduct refresher training. Following a brief visit to Boston, Mass., on 20 May, she arrived in Charleston on 26 May.

The minesweeper entered Detyens Shipyard, Wando, S.C., on 17 July for alterations. Upon the completion of the modifications and repairs, she prepared for deployment and sailed on 16 August for the Mediterranean. After suffering extensive damage en route, *Avenge* reached Rota, Spain, on 2 September and remained there for repairs until sailing on 25 September for Izmir, Turkey, where she rejoined her division. She participated in exercises off Dikili, Turkey, with British and Turkish ships from 16 through 25 October. *Avenge* moved to Naples in early November for a tender availability and then visited La Spezia, Italy; Ajaccio and Lovo Santo, Corsica; and Toulon, France, before closing the year at Naples undergoing upkeep.

An amphibious exercise took place at Porto Scudo, Sardinia, on 3 January 1968, 10 days before *Avenge* began her journey home on 13 January. She reached Charleston on 3 February and entered a leave and upkeep status. The minesweeper got underway on 15 April to take part in mine tests and returned to port on 26 May for a standdown period in preparation for her forthcoming modernization.

Avenge was taken in tow on 26 August for the voyage to Baltimore, Md., where she entered the Bethlehem Steel Corporation's Key Highway Shipyard on 30 August. The yardwork continued into 1969. On 27 September, she was drydocked at Bethlehem's Fort McHenry Shipyard in Baltimore. A fire of unknown origin broke out on 6 October and caused extensive damage to the midships section of the vessel. A subsequent survey found that it would not be economically feasible to restore the vessel, and *Avenge* was decommissioned on 31 January 1970. Her name was struck from the Navy list on 1 February 1970.

Avenger

Page 39 in Volume I, Series II, of the *Official Records of the Confederate Navies in the War of the Rebellion* contains a spurious entry for a bark named *Avenger*. The ship listed there as *Avenger* was in reality the bark, *Arthur* (q.v.).

I

(SwRam: t. 410; l. 210'0"; b. 40'0"; dr. 6'0"; s. 12 mph.; a. 1 100-pdr. P.r., 1 12-pdr. P.r., 4 24-pdr. sb.)

On 7 December 1863, the War Department transferred to the Navy two wooden-hulled, side-wheel rams then being built at New Albany, Ind., for the Army's Mississippi Marine Brigade. On that day, as he was reporting having taken possession of these still-unfinished vessels, Rear Admiral David Dixon Porter—who then commanded the Mississippi Squadron—suggested that they be named *Avenger* and *Vindicator*.

On 19 December, the larger ship, *Avenger*, was assigned to the squadron's Third District which was responsible for control-

ling the Mississippi between Natchez, Miss., and the mouth of the Red River. Completed late in February 1864, this ram dropped down the Ohio River and was commissioned at Cairo, Ill., on the 29th of that month, Acting Volunteer Lt. Charles A. Wright in command.

On 12 March, *Avenger*—carrying dispatches and a cargo of ordnance stores—headed downstream to join a powerful naval force which Porter had recently led up the Red River to cooperate with Army troops then pushing through Louisiana in a generally northwesterly direction toward Shreveport. The major objectives of the Red River campaign were: the establishment of a Union foothold in Texas to weaken Confederate strength west of the Mississippi, the impeding of French interventionism in Mexico, and the acquisition of cotton for idle textile mills in the North.

However, when *Avenger* reached a point only some six miles below Cairo, she encountered an upward-bound merchant steamer whose pilot attempted to pass her on the wrong side of the stream. The two vessels collided, and *Avenger* suffered considerable damage to her starboard side. Although she was able to continue on down the Mississippi, the ram lost nearly a day at Memphis undergoing repairs. Her trip downriver also revealed defects in her machinery which slowed her progress, but she finally reached the mouth of the Red River on the 16th. There, orders from Porter awaited which directed her to return North with messages. After coaling, she got underway on the 17th and arrived back at Cairo on the 23d.

There, Wright's report of her engineering difficulties resulted in a survey of the ship. The inspectors recommended that a set of blowers be installed to increase the efficiency of her boilers. While this work was being performed by the repair ship *Samson*, it was discovered that the ship's port boilers were badly burned and required repairs. After temporary remedies were made, *Avenger* entered the Red River on 2 April carrying messages upstream. Two days later, she took station at the mouth of the Black River and, on the 7th, she entered the Ouachita in an expedition commanded by Lt. Comdr. James P. Foster in the side-wheel ram *Lafayette*. The Union warships ascended that tributary as high as Ouachita City and confiscated some 3,000 bales of cotton; liberated 800 negroes; and burned the courthouse at Monroe, La., the railroad depot there, and a bridge over the stream. They stood down the Ouachita on the 12th and returned to the Mississippi when they learned that the famous Confederate cavalry commander, Major General Nathan Bedford Forrest, had attacked Fort Pillow, Tenn.

Foster, accompanied by *Avenger* and *Choctaw*, ascended the Mississippi to check Forrest. However, at Memphis he learned that, after pillaging Fort Pillow, the dreaded Southern raider had abandoned the fallen Union stronghold and retired inland. Therefore, *Avenger*—which had been suffering engine trouble—was free to remain at Memphis for repairs which lasted through the end of April.

The ram then returned to the mouth of the Red River where she was assigned to guard the coaling barge stationed there. She was relieved by *Nymph* on 3 May and proceeded to the mouth of the Black River with additional coal barges in tow. There she was again relieved and steamed upriver to join *Forest Rose* on patrol in the vicinity of Fort deRussy. At that fort, *Avenger* exchanged shots with Southern sharpshooters on 12 May; and she and her consort engaged the enemy several times as they continued patrols up and down the river during the next five days.

The ram returned to the mouth of the Red River on 17 May to coal and then continued downriver to Simmesport to embark Major General Nathaniel P. Banks, the commander of the Army forces involved in the Red River expedition, for passage to New Orleans. The advance of his troops had been checked at the Battle of Pleasant Hill and a shortage of ammunition, supplies, and water had forced him to withdraw.

In May, *Avenger* was stationed at Morganza, La., and carried out blockading duties between Morganza and Donaldsonville through November, when she was ordered to help in patrolling the Mississippi between Vicksburg and Natchez, Miss.

On 21 November 1864, after spotting a skiff crossing the river at Bruinsburg, Miss., *Avenger* shelled the area and sent a landing party ashore which found contraband concealed in the undergrowth. The landing party captured several Confederate soldiers and confiscated 154 rifles with bayonets, and several skiffs and wagons. She continued to operate in the Mississippi

and, in March 1865, was stationed off Cole's Creek to prevent Confederate troops and supplies from crossing the river. The patrols were intensified in late April and early May in the effort to capture Jefferson Davis, who was believed to be attempting to escape across the Mississippi. After the President of the defeated Confederacy was captured in Georgia on 10 May, the naval forces employed in blockade duties were gradually reduced.

In July 1865, *Avenger* was sent to Mound City where she was decommissioned on 1 August. Sold at public auction there on 29 November 1865 to Cutting & Ellis, the former ram was documented as *Balize* on 16 April 1867 and began service out of New Orleans as a merchantman. The steamer continued commercial operations until 1871.

II

(Yacht: dp. 35.5 t.; l. 74'0"; b. 15'0"; dr. 3'3" (mean); s. 15 k.; cpl. 11; a. (July 1918) 1 3-pr., 2 mg., 3 dc.)

The second *Avenger*, a wooden-hulled screw yacht designed by J. Murray Watts and built in 1917 by Clement A. Troth of Camden, N.J., was inspected by the Navy on 11 January 1918 and acquired by the Navy in May 1918 under free lease from Philips J. Wunderle of Glenside, Pa., for service in the 4th Naval District. Assigned the identification number SP-2646, *Avenger* was commissioned on 29 May 1918 while she lay alongside Pier 19, North Wharves, Philadelphia, Pa., Chief Boatswain's Mate Philips J. Wunderle, USNRF (her peacetime owner "called to the colors"), in command.

Completing the initial phases of her fitting out by the second week of June 1918, *Avenger* got underway for League Island on the morning of the 10th. She did not go far before she ran aground in shoal water near the back channel. With low water prevailing, her sailors prepared to wait for the incoming tide to refloat *Avenger*, but three vessels unexpectedly arrived on the scene and offered assistance. With their help, *Avenger* was soon waterborne and proceeded to League Island.

However, since she was shipping water due to two damaged planks in her bottom, the yacht proceeded thence to Camden, N.J., for hull repairs at the boatyard of Quigley and Dorf on 11 and 12 June. After receiving new planking and a coat of paint on her bottom, she returned to pier 19, North Wharves, the next day, 13 June.

A week later, the vessel got underway at 1000, "Captain" Wunderle at the helm, and headed back toward League Island, where she took on board her main battery, a three-pounder gun, and installed it the next day. Further provisioning and outfitting alongside pier 19 followed: there, she received the balance of her armament, a pair of machine guns and four mounts, on 5 July. She obtained signals equipment and a large searchlight on the 11th and left pier 19 the next day for Fort Mifflin, where she took on ammunition. Later that same day, *Avenger* got underway for New Castle, Del., reaching her destination that evening, and tarried there for the night.

Pushing on the next day, *Avenger* reached Cape May, N.J., her assigned section base, on the 13th, via Reedy Island. The following morning, the erstwhile pleasure craft got underway for her maiden wartime patrol, which she conducted in waters off the McCrie Shoal Buoy.

During her second patrol, (18 to 20 July) she received information by wireless of enemy submarine activity near New York harbor and promptly loaded her three-pounder to be ready for action. She soon received a signal from *Emerald* (SP-177) to patrol toward the McCrie Shoal for a distance of 10 miles in search of the U-boat reported in their vicinity. In the predawn darkness on 20 July, *Avenger* drew within hailing distance of *Emerald* and received oral orders to instruct all northbound vessels to "hug the coast" because of the U-boats operating to seaward. In accordance with those orders, *Avenger* hailed a steamer at 0210 on the 20th and warned that Portland-bound vessel of her danger.

Avenger's third patrol (22 to 24 July) took her to waters off Atlantic City, N.J. When her fourth (26 to 28 July) took her across Delaware Bay to Lewes, Del., she sported a new weapon—three depth charges. The fifth (29 July to 1 August) again took her to patrol the shipping lanes off Atlantic City.

At 0825 on 7 August, *Avenger* had just commenced escorting a submarine when a muffler exploded on board. The damage apparently not severe enough to force the craft to curtail her assigned



Avenger (SP-2646), circa 1918. Close scrutiny of the original print shows this patrol craft to have a 1-pounder mounted forward, and two machine guns flanking her pilot house. Note her tall mast and the depth charge rack at her fantail. (NH 57247)

tasks, *Avenger* returned to Cape May that afternoon, remaining alongside the Fish Dock there until 12 August when she got underway, at the end of a towline, bound for Essington, Pa. Docking on the 13th, *Avenger* consequently underwent repairs to her hull and engines at Essington—a spell of yard work that lasted into early October, 1918. During that time, so that her crew would not get “rusty” on their weapons, they conducted rifle and machine gun practice at the local yacht club rifle range.

After her post-repair trial trip to Marcus Hook and back on 9 October, and her second (record) trial trip to Wilmington, Del., and return, *Avenger* returned briefly to Essington before moving back to her home base, Cape May, on the afternoon of 25 October. Underway the next morning, she patrolled off Cape May on the 28th and into the next day, when she was relieved on station by *Shrewsbury* (SP-70). *Avenger* underwent further repairs to her engines (30 October to 2 November) before she departed the Fish Dock, Cape May, at 0955 on 7 November on what proved to be her last patrol of the war.

She made port back at Cape May on the 9th. Her deck log for 11 November recounts the happy news received that date: “State department [sic] announces armistice signed at 5 a.m., Nov[ember] 11th.” Underway for Lewes on the 14th, *Avenger* returned to Cape May on the 30th and remained there a week before returning to the Corinthian Yacht Club, Essington, Pa., on the 8th of December. The next morning, she touched at Fort Mifflin to unload ammunition before mooring at pier 19, where her wireless outfit was removed and her three-pounder dismantled. At noon on 19 December, Chief Boatswain’s Mate Wunderle decommissioned *Avenger* and signed the receipt for the vessel, which was later delivered to her builder’s yard, Clement A. Troth’s, in Camden, where she was presumably prepared for civilian service.

After that brief stint as a commissioned craft of the United States Navy, *Avenger* then served under a succession of owners,

but retained her original name throughout. She disappeared from American yacht registers after 1929.

Rio Hudson—a C-3-type passenger-cargo vessel—was laid down under a Maritime Commission contract (MC hull 59) on 28 November 1939 at Chester, Pa., by the Sun Shipbuilding and Drydock Co.; launched on 27 November 1940; sponsored by Mrs. Warren L. Pierson; and acquired by the Navy on 31 July 1941 for conversion to an “aircraft escort vessel,” BAVG-2, one of the first six such ships built for the United Kingdom under lend-lease.

Renamed *Avenger* by the Royal Navy and given the pendant number D.14, this ship entered service in mid-1942 and spent her entire career in the Atlantic theater. She figured in what the British historian, Stephen Roskill, called “the closing of the ‘air gap’” in covering convoy runs to North Russia. Following the mauling of PQ-17, a convoy bound for Archangel in August 1942, convoy routers included *Avenger* in the screen of the next east-bound run, PQ-18. A dozen Hawker “Sea Hurricane” fighters and three Fairey “Swordfish” biplanes constituted her air group.

Joining PQ-18 on 9 September 1942, *Avenger* became the obvious target for the Luftwaffe in its attempt to cripple the convoy. Once within the range of German air bases in northern Norway, the convoy came under attack. On 13 September, waves of torpedo planes braved antiaircraft fire to deliver a successful attack, sinking eight of the convoy’s 39 merchantmen. *Avenger*’s fighters, unfortunately, were busy with the high-level bombers and shadows—not the torpedo planes. This misdeployment of the fighters convinced *Avenger*’s captain to conserve his precious fighters for breaking up the large swarms of torpedo planes that had proved so successful, instead of expending their energies on the less dangerous “shadows.”

On 14 September, one of *Avenger*’s planes teamed with the destroyer HMS *Onslow* to sink U-589 after a 75-minute hunt.

Later that day lookouts reported Heinkel He. 111 torpedo planes closing fast. *Avenger* stood out at flank speed and launched six fighters. The carrier's "Sea Hurricanes," with the escorts guns, broke up the torpedo attack and splashed 11 planes, an "altogether . . . most gratifying action that caused the screen's commander to report: "It was a fine sight to see *Avenger* peeling off 'Hurricanes' whilst streaking across the front of the convoy . . . and being chased by torpedo bombers as she steamed down the opposite course to the convoy to take cover."

Avenger was singled out for a dive-bombing attack by a dozen Junkers Ju. 88s shortly thereafter, almost as soon as the surviving torpedo bombers had disappeared over the horizon later that day. Fortunately, the bombs fell wide of the mark while the flattop's planes, with anti-aircraft fire from the escorts, downed nine of the attackers.

Ultimately, the convoy weathered the storm and reached Archangel with 27 of the original group of 39 merchantmen. The escorts and supporting ships had come through unscathed. Although the *Luftwaffe*—urged on personally by Marshal Goering—had sunk 10 ships (U-boats had accounted for two), they failed to score the victory they desired. *Avenger* had contributed much to the defense of PG-18, justifying the use of small carriers to escort convoys.

Avenger was then assigned to escort Convoy KMS-1 in Operation "Torch," the invasion of North Africa in the autumn of 1942, and supported the landings at Algiers. On 15 November 1942, a torpedo from the German submarine *U-155* exploded her aviation gasoline and ammunition. *Avenger* sank with nearly all hands.

III

(MCM-1: dp. 1,040; l. 210'0"; b. 38'0"; dr. 10'6"; s. 14 k.; cpl. 80; cl. *Avenger*)

Avenger (MCM-1)—the lead ship in a new class of coastal minehunter—was laid down on 3 June 1983 at Sturgeon Bay, Wis., by the Peterson Shipbuilding Co.; launched on 15 June 1985; sponsored by Mrs. Sybil B. Stockdale; and commissioned on 12 September 1987, Comdr. Robert S. Rawls in command.

Aventinus

A character in classical mythology who was the son of Heracles and Rhea.

(ARVE-3: dp. 4,100; l. 328'; b. 50'; dr. 11'2"; s. 11.6 k.; cpl. 245; a. 8 40mm., 12 20mm.; cl. *Aventinus*)

Originally projected as *LST-1092* but redesignated ARVE-3 and named *Aventinus* on 8 December 1944; this aircraft engine repair ship was laid down on 8 January 1945 at Ambridge, Pa., by the American Bridge Co.; launched on 24 March 1945; sponsored by Mrs. Frederick W. Pennoyer, Jr., wife of Rear Admiral Pennoyer; and placed in commission at New Orleans, La., on 30 May 1945, Lt. Comdr. William R. Bell in command.



Avenger (MCM-1), lead ship of her class, underway during her trials in late 1987. (Peterson Builders photograph)

After shakedown training in the Gulf of Mexico, *Aventinus* transited the Panama Canal on 8 July; joined the Pacific Fleet; and continued on to San Diego, Calif. She soon proceeded thence—via Pearl Harbor, Hawaii, and Saipan, Mariana Islands—to Okinawa, where she arrived on 15 September. The ship served there carrying out aviation engine repair duties through 10 December. On that day, she sailed for Guam and, upon her arrival there, resumed her repair work.

On 31 January 1946, *Aventinus* shaped a course for the west coast via Pearl Harbor, reached San Diego on 12 February, and remained in port for a month. Following one more round-trip voyage to Pearl Harbor, *Aventinus* commenced a preinactivation overhaul at San Diego in May and was reassigned to the 19th Fleet. The ship was placed out of commission, in reserve, at San Diego on 30 August 1946.

In response to communist aggression in Korea, *Aventinus* was recommissioned on 25 July 1950. Following sea trials off the southern California coast, she was assigned to Air Repair Division 1 on 28 August. Upon completion of an availability alongside *Ajax* (AR-6), *Aventinus* got underway for Pearl Harbor on 9 September. She arrived in Hawaiian waters on the 18th and then entered the Pearl Harbor Naval Shipyard for repairs to her distilling plant.

Aventinus got underway for Okinawa on 10 October. She paused at Midway in mid-October while repairs were being made to another ship with which she was traveling. *Aventinus* finally reached Naha on 8 November and provided repair services for a patrol squadron based there. On 24 December, *Aventinus* set sail for Japan; arrived at Sasebo on the 26th; and reported to Commander, Carrier Division 1, for duty. In Japan, the ship received aircraft damaged beyond the repair capability of carriers for possible salvage of the whole aircraft or of its parts.

The ship left Sasebo on 11 February 1951, bound for Yokosuka, Japan. She arrived there on the 14th and resumed serving carriers which entered that port. *Aventinus* returned to Sasebo on 17 June and continued her aviation repairs. The ship made one brief trip to Pohang, Korea, in early July and then sailed back to Yokosuka.

Aventinus left the Far East on 16 October and, following a brief stop at Pearl Harbor, continued on to the west coast. She arrived at Long Beach, Calif., on 12 November and moved to San Diego on 1 February 1952. *Aventinus* was decommissioned there on 4 April 1952. In August 1963, the ship was transferred to the government of Chile and served in the Chilean Navy as *Aquila* (ARVE-135) until scuttled in August of 1980 after suffering severe damage while running aground.

Avery Island

An island in the salt water marshes of Iberia Parish, Louisiana, near the gulf coast.

(AG-76: dp. 11,500; l. 441'6"; b. 56'; dr. 24'4"; s. 12.5 k.; cpl. 878; a. 1 5", 4 40mm., 12 20mm.; cl. *Basilan*; T. EC2-S-C1)

Avery Island (AG-76) was laid down under a Maritime Commission contract (MCE hull 3085) on 31 October 1944 at South Portland, Maine, by the New England Shipbuilding Corp.; launched on 13 December 1944; sponsored by Mrs. Robert LeBourdais; and acquired by the Navy and commissioned on 21 December 1944, Lt. Comdr. J. H. Graves, Jr., in command.

Avery Island steamed to the Atlantic Basin Iron Works, Brooklyn, N.Y., where she was placed out of commission on Christmas Eve for conversion work. *Avery Island* was recommissioned on 31 July 1945 at the New York Navy Yard; conducted trial runs in Long Island Sound and shakedown training in Chesapeake Bay; and underwent a yard availability at Norfolk, Va. With her training period complete, *Avery Island* reported on 6 September to Service Force, Atlantic Fleet, for duty.

On 7 September, *Avery Island* steamed out of Hampton Roads, bound for the Pacific. She transited the Panama Canal on 15 September; paused briefly at San Diego, Calif.; then continued on to Hawaii. The ship dropped anchor in Pearl Harbor on 14 October and, after embarking Navy personnel for transport to Japan, proceeded to Tokyo, where she remained until 18 November.

Avery Island returned to San Francisco, Calif., on 7 December and was overhauled at Hunters Point, Calif. Loaded with

supplies and personnel for Operation "Crossroads," *Avery Island* sailed on 6 May as a unit of Joint Task Force 1. The ship reached Pearl Harbor on 14 May and got underway again on 22 May, bound for Bikini Atoll.

The ship entered the lagoon there on 1 June and carried out instrumentation tests during Operation "Crossroads," tests to determine the effects of atomic bombs on ships. Following the end of this mission, *Avery Island* returned to San Francisco on 21 August and shifted to San Pedro, Calif., on 3 October, and was assigned to the 19th Fleet. She steamed to Santa Cruz Basin on 13 November to undergo radiological decontamination before beginning deactivation procedures. The vessel was placed out of commission, in reserve, on 26 May 1947, at San Pedro.

The ship's designation was changed to AKS-24 on 18 August 1951. On 4 January 1960, *Avery Island* was transferred to the Maritime Administration, and she was subsequently sold for scrapping.

Avis

(MB: t. 17 (gross); l. 52'; b. 11'6"; dr. 4' (aft); s. 10 k.; cpl. 8; a. 1 1-pdr., 1 mg., 5 rifles)

The wooden-hulled motorboat *Avis*—built in 1908 at Manitowoc, Wis., by Berger—was acquired by the Navy from R. W. and H. R. Phillips for service as a section patrol boat. Enrolled and ordered delivered on 28 July 1917 and assigned the classification SP-382, *Avis* was commissioned on 28 July, Chief Boatswain's Mate Richard W. Phillips, USNRF (one of her pre-war owners), in command.

Attached to the 9th, 10th, and 11th Naval Districts, *Avis* sailed from Waukegan, Ill., in September 1917 to take up her duty station at the section headquarters at Sault Sainte Marie, Mich. The boat patrolled the approaches to that vital canal system which connects Lake Superior and Lake Huron into the early winter of 1917. Shifting to Detroit, Mich., on 10 November 1917, *Avis* reached the patrol boat slip on that day and immediately began preparations for being laid-up during the winter months when the surfaces of the lakes would be frozen. On 15 November she turned over her logs to the section commander at Detroit.

The following spring, *Avis* was towed from Detroit to Sault Sainte Marie by the training ship *Isla de Luzon* between 9 and 12 May 1918 and carried out reactivation until 1 June, when she resumed patrolling "the Soo." The armistice of 11 November meant an end of *Avis'* naval activities. She was returned to her owner by 15 November 1918, and her name was struck from the Navy list.

Avocet

A long-legged, web-footed shore bird possessing a slender, up-curved bill, found in western and southern states.

I

(Minesweeper No. 19: dp. 950; l. 180'0"; b. 35'6"; dr. 9'9 1/2" (mean); s. 12.4 k.; cpl. 72; a. 2 3", 1 .30-cal. Lewis mg.; cl. *Lap-wing*)

The first *Avocet* (Minesweeper No. 19) was laid down on 13 September 1917 at Baltimore, Md., by the Baltimore Drydock and Shipbuilding Co.; named *Avocet* on 17 November 1917; launched on 9 March 1918; sponsored by Miss Frances Virginia Imbach, daughter of the superintendent of the upper plant of the Baltimore Drydock and Shipbuilding Co., and commissioned at the Norfolk Navy Yard, on 17 September 1918, Lt. Christian Crone in command.

Avocet operated in the waters of the 5th Naval District, primarily in the Lynnhaven-Hampton Roads area, through the Armistice in November 1918. Her duties consisted principally of minesweeping as late as the first week of December, but she also provided tug services as required, towing the disabled steamship *Manta* from 17 to 23 November, passing the tow to the tugs *Wahneta* and *Mohawk* off Cape Henry on the 23d.

Entering the Norfolk Navy Yard on 19 December, *Avocet* remained there into the second week of January 1919, during which time her main battery of two 3-inch guns was removed, on 10 January. *Avocet* subsequently resumed sweeping the ap-



Avocet (AVP-4) at Pearl Harbor, 7 December 1941, shortly before burning oil from "battleship row" compelled a change of berth. She is wearing Measure 1 camouflage (dark gray/light gray). (80-G-32669)

proaches to Hampton Roads, at Lynnhaven Roads and off Cape Henry, on the 13th, and later performed service as a tug between Hampton Roads, Baltimore, Norfolk, and Portsmouth, N.H., during February and March, 1919. She briefly visited New York City between 10 and 15 March, for recreation, before she returned to Norfolk on the 20th.

Spending the rest of March 1919 at the Norfolk Navy Yard, *Avocet* called at Annapolis from 4 to 9 April 1919 before dropping back down to Norfolk on the 9th. Later in April the ship visited Charleston, S.C., and Norfolk, before sailing north for New York City, where she arrived on 1 May. Ordered thence, on 10 May, to the Norfolk Navy Yard for docking and repairs, *Avocet* spent the balance of May and much of June, 1919, fitting out for extended duty sweeping the North Sea Mine Barrage, and ultimately sailed from Norfolk for Boston on 28 June in company with *Quail* (Minesweeper No. 15) and *Lark* (Minesweeper No. 21). The three ships reached their destination on 1 July, and set out the following day for Kirkwall, in the Orkney Islands, with *Avocet* as flagship for the division which had been joined by *Whippoorwill* (Minesweeper No. 35). The four minesweepers reached Kirkwall on the evening of 14 July.

Over the months that followed, *Avocet* spent 63 days in the minefields and only 15 in port, frequently having to battle the North Sea in the course of the already hazardous tasks involved in minesweeping. Once in the course of her operations on the minefields, on 22 August, she narrowly missed hitting a British-laid contact mine. *Avocet*, like her sisters clearing the North Sea Mine Barrage, was based principally at Kirkwall, but also used Lervig Bay and Stavanger, Norway, as bases as well. Ultimately departing Kirkwall on 1 October 1919, *Avocet* arrived at Brest, France, on the first leg of her homeward-bound voyage, on 5 October. She lingered there until departing for the United States on the 16th, towing the water barge *Rin Tin Tin* and steaming in company with *Thrush* (Minesweeper No. 18), the latter towing the freight lighter *Ninette*.

The little convoy reached Ponta Delgada, in the Azores, on 22 October, and cleared the port on the 25th for Bermuda. En route, on the morning of 28 October, *Avocet* intercepted an SOS from the schooner *Marie Gerese* of Barcelona, Spain, which had been rammed by the steamer *SS Hickman*, expressing the crew's intent to abandon ship. *Avocet* changed course accordingly, to render assistance, but, finding out while standing toward the scene that *Hickman* had rescued the schooner's crew and was proceeding toward New York with them on board, resumed her voyage. The little convoy paused at Bermuda from 5 to 7 November, and ultimately reached Hampton Roads on the 10th.

Having delivered their tows, *Avocet* and *Thrush* sailed for Tompkinsville, Staten Island, New York, on the 17th, and arrived the following day.

On 24 November, Secretary of the Navy Josephus Daniels reviewed the ships of the Minesweeping Squadron, including *Avocet*, at New York, and lauded their accomplishment in clearing the North Sea Mine Barrage. The following day, *Avocet* led a division of nine of her sister ships to Charleston, arriving there on the 28th, and remained at the South Carolina port through the end of the year 1919.

Avocet sailed for Panama on 3 January 1920 and reached Colon one week later. Transiting the Panama Canal on the 13th, the ship departed Balboa on the 17th, and reached San Diego, Calif., on the 28th. She remained there until 1 March 1920, when she shifted to San Pedro. In reduced commission, *Avocet* lay inactive at San Pedro through the summer of 1920, and, during this time, was classified as AM-19 on 17 July 1920, during the fleet-wide assignment of alphanumeric designations.

Towed to the Mare Island Navy Yard by *Brant* and *Heron* (AM-10), between 13 and 16 September 1920, *Avocet* spent the remainder of 1920 and the first seven months of 1921 inactive and in reduced commission at Mare Island. Underway for the Territory of Hawaii on 21 August 1921, she made the voyage in company with *Heron* and *Finch* (AM-9), and the three ships reached Pearl Harbor on the last day of August. *Avocet* remained inactive in Hawaiian waters into October; she then briefly visited Honolulu from 4 to 6 October before she sailed for Guam on the latter date in company with *Heron* and *Finch*. Reaching Guam on 23 October, the ships arrived at Cavite, Philippine Islands, on 2 November, and joined the Asiatic Fleet's Minesweeping Detachment.

Avocet remained at Cavite for the next several weeks, a comparatively uneventful stay enlivened only by a fire that broke out in the Cavite Navy Yard early on the morning of 18 November 1921. The minesweeper sent her fire and rescue party, in charge of the executive officer, Ens. Forrest A. Rhoads, to aid yard forces in battling the blaze. This party returned to the ship an hour later, minus one of its number who had sustained injuries ashore. He rejoined the ship the following day.

Shifting to Olongapo on 7 December, *Avocet* remained there until towed back to Cavite by *Finch* on 26 and 27 January 1922. After spending all of February in the yard at Cavite, the ship ran her post-repair trials on 9 March—the same day her captain received orders directing him to decommission her. Mooring alongside *Heron* in Canacao Bay, near Cavite, on 25 March, *Avocet* spent the rest of this stage of her career inactive, her

crew busily engaged in wire-brushing and red-leading the ship for inactivation. On 3 April 1922, *Avocet* was decommissioned at Cavite.

Avocet's inactivity, however, lasted only a little over three years. Reconditioned for service at Cavite, the ship was recommissioned on 8 September 1925, Lt. Grady B. Whitehead in command. *Avocet* was recommissioned to serve as an "auxiliary aircraft tender", assigned to the Asiatic Fleet's air squadrons.

For the next two years, *Avocet* operated exclusively in the Philippines, tending aircraft from Torpedo Squadrons (VT) 20 and 5A, in locales that ranged from Olongapo and Subic Bay to Manila, and the southern islands. For the remainder of 1925, these operations were interspersed with duty supporting advanced base evolutions at Port Concepcion and Libas, as well as a visit to Iloilo on Navy Day to "show the flag." From October to December, she provided support for destroyer exercises in Manila Bay, towing targets for the "flush-deckers" of Destroyer Divisions 39, 43, and 45.

During 1926, she provided target services for Asiatic Fleet submarines in January, and towed targets for *Jason* (AV-2) as the aviation tender conducted her battle practices in February. After exercising with submarines again out of Mariveles in April, she operated locally between Olongapo and Manila Bay into the spring, occasionally transporting passengers and freight back and forth. Her advanced base operations in 1926 took her to Loos Bay, Dapitan Bay, and Zamboanga, where, along with *Heron* (AVP-2), she tended planes of VT-20. She also operated during the summer at Jolo. Repairs at Cavite kept the ship in the yard there from mid-August through mid-September, after which time she commenced operations at Polloc Harbor, Parang, Mindanao. Before October was out, she had extended her operations to transporting passengers to Cebu.

While the turmoil in China in 1927 kept much of the Asiatic Fleet engaged in Chinese waters, *Avocet* remained in the Philippines, operating principally at Olongapo and Manila. She exercised with Asiatic Fleet submarines in February, recovering torpedoes, and then performed a brief stint of tug work at Olongapo, assisting the mooring of the transport *Chaumont* (AP-5) and the Dollar liner, SS *President Lincoln*, on 9 and 11 May. That summer, *Avocet* operated at Zamboanga, Jesselton (North Borneo), and Iligan Bay, Mindanao. Early in August, she transported General Nathorst of the Philippine Constabulary from Jolo to Zamboanga, and then tended planes in Surigao Strait before she returned to Cavite at the end of September. For the remainder of 1927, the ship operated in Manila Bay, Subic Bay, and underwent the usual upkeep at Cavite.

The year 1928 began with local operations out of Manila Bay, through February, and early in March she assisted the fast minelayer *Rizal* (DM-14) in that ship's battle practice and battle mining exercises; on 12 March, she lay off Corregidor as a unit of the Inshore Patrol Force in Army-Navy war games, challenging strange ships and, during the day, noting the passage of "enemy" planes over Corregidor. At one point on the evening of 13 May she observed two "enemy" vessels inside her patrol area—*Jason* and the submarine tender *Canopus* (AS-9)—the "enemy" so close at hand that *Avocet* had to stop and back down to avoid contact.

On 16 March, *Avocet* towed targets for the oiler *Pecos* (AO-6) before she operated out of Bolinao Harbor, tending the planes of VT-5A. On 23 March she put into the Cavite Navy Yard where, over the ensuing weeks she received minor repairs, a remodelled magazine, and a pair of 3-inch anti-aircraft guns. After running trials and assisting the fast minelayer *Hart* (DM-8) in her battle and mining practices, *Avocet* sailed for China on 25 April in company with *Finch* and *Pecos*, the oiler towing two battle raft targets.

Arriving at Chefoo on 3 May, *Avocet* shifted down the coast to Shanghai on the 14th, returning to North China waters on the 18th. She spent the remainder of May, all of June, and much of July at Chefoo, tending planes and providing tow and target services for the fleet flagship *Pittsburgh* (CA-4) as that cruiser conducted her battle practices. On 9 July, *Avocet's* deck watch noted a sampan under sail capsize 1,000 yards off the ship's starboard beam; the tender accordingly called away a rescue party and soon had two Chinese men on board, dried their clothes and sent them ashore in *Jason's* liberty launch.

At the end of July, *Avocet* sailed for Hsinho, China, with liberty parties from *Heron* and *Jason* embarked, touching at Dairen, Manchuria, en route back to Chefoo. Reaching that port on 14 August, she soon commenced her own battle practices with her recently installed battery.

A typhoon, however, curtailed the ship's activities. At 2015 on 26 August 1928, *Avocet* grounded on a sand bar. With the wind clocked at Force 8, *Avocet* remained at the mercy of the tempest for the rest of the night, but fortunately sustained no major damage. When the storm abated, help soon arrived, with Commander, Aircraft Squadrons, Asiatic, Comdr. Richmond K. Turner, flying his pennant in *Bittern* (AM-26), taking charge of salvage work.

Heron attempted, unsuccessfully, to get a line across while working parties from the destroyer tender *Black Hawk* (AD-9) and the light cruiser *Trenton* (CL-11) came on board to assist. *Bittern*, meanwhile, started laying out anchors to seaward. *Bittern*, *Finch*, and *Heron* all attempted to free their stranded sister ship but without success on the 27th, as surging surf and heavy swells moving in from offshore complicated matters of getting divers over the side with high-pressure hoses to try and blast away the mud holding the ship fast. Three destroyers—*MacLeish* (DD-220), *Parrott* (DD-218), and *Simpson* (DD-221)—were even enlisted to try and free *Avocet* by steaming by at high speed and attempting to create a wave that would rock the ship free. Ultimately, after working parties from three cruisers arrived to help lighten the ship by transferring stores and ammunition to lighters and boats, a dredge was brought alongside and a fuel oil barge took on the ship's fuel. The combined efforts of *Avocet's* three sister ships, the waves again created by the three destroyers, and the ship's own engines, finally allowed *Avocet* to slide free at 2135 on the 29th.

After minor repairs alongside *Black Hawk*, *Avocet* sailed for Shanghai, arriving there on 7 September. Docked and her damage investigated, she underwent more permanent repairs and an overhaul while she lay in dock. While there, she witnessed the commissioning of the new river gunboat *Panay* (PR-5).

Avocet departed Chinese waters on 15 October, and arrived at Cavite on the 20th. Steaming thence to Lemery and Taal for Navy Day observances, the ship operated locally between Olongapo and Manila before she proceeded to Salomague, where she provided services to a British flying boat squadron on a good-will visit to the Philippines before it got underway for Hong Kong on 18 November, briefly hosting the British fliers and the Salomague reception committee on the 16th.

Avocet migrated to the southern Philippines early in 1929, to Zamboanga and Polloc Harbor. She tended Army amphibian aircraft at Bolinao Harbor before she then operated at Looe Bay and Catbolagan; she sailed thence to Iloilo on 25 March to relieve *Penguin* (AM-33) as station ship for the Eclipse Expedition, a task she turned over to *Finch* on 8 April. Returning then to Cavite, *Avocet* remained there a month, sailing for China on 10 May.

Arriving on the 15th, *Avocet* remained at Shanghai until 10 June, when she sailed for Nanking, and remained at that Yangtze port from 12 to 23 June before returning via Shanghai to Cavite. The ship returned to Chinese waters soon thereafter, however, carrying passengers to Shanghai before proceeding again to Nanking, where she served as station ship from 13 July to 20 September. Returning to Manila on 3 October, *Avocet* remained in the Philippines for the rest of 1929.

The years 1930 and 1931 brought more of the same; local operations in the Philippines, a yearly overhaul at Cavite, interspersed with tending planes and providing services in Chinese waters. In the spring of 1930, *Avocet*, along with *Heron* and *Jason*, visited Hong Kong and Amoy for the first time, and then spent the period from 5 May to 8 September operating at Tsingtao before returning to Manila Bay on 30 September, via Shanghai. In the spring and summer of 1931, *Avocet*—specifically designated as a "minesweeper for duty with aircraft" on 30 April 1931—operated at both principal Asiatic Fleet operating areas in North China, Chefoo and Tsingtao, tending planes and towing targets. Towed back to the Philippines by *Heron* at the end of this second deployment, *Avocet* remained in Philippine waters through the spring of 1932.

Avocet's operations for 1932 were proceeding as routine: operating in Manila Bay, tending planes from VT-5A with men from that squadron living on board a former coal barge, *YC-147*, moored alongside. On 10 March, however, she received urgent orders to proceed to the scene of a marine disaster; a fire had broken out on board a Japanese merchant ship, SS *Kaku Maru*. *Avocet* got underway immediately, at 1550 on the 10th, and arrived on the scene at 0110 the following morning. *Avocet* managed to get a line to the stricken ship, assisting *Pigeon* (AM-47) in the tow, but that line soon parted. *Pigeon* managed to beach *Kaku*

Maru in Paluan Bay, while the destroyer *Tracy* (DD-214), which had taken *Kaku Maru's* crew on board, transferred the 29 Japanese sailors to *Avocet*, which took the men to Manila and disembarked them that evening.

Avocet resumed her routine soon thereafter, towing targets at the end of March for destroyer battle practices. She underwent an overhaul at Cavite from 11 April to 16 May, and ultimately stood out of Manila Bay for the last time at 1923 on 18 July 1932, bound for the Hawaiian Islands. After stopping at Guam from 25 to 29 July, the minesweeper sailed thence for Pearl Harbor, arriving at her destination on 12 August 1932.

Avocet then operated out of the Fleet Air Base, Pearl Harbor, through early April, 1933, local operations punctuated only by upkeep in the navy yard. She sailed independently for French Frigate Shoals on 15 April, anchoring there on the 17th to commence advanced base operations—the first such evolutions for Pearl Harbor-based flying boats. She got underway on the 19th to reach her plane-guard station, and soon logged in the arrival of 30 flying boats from Patrol Squadrons (VP) 1, 4 and 6. She supported VP-6, providing berthing and messing facilities for the squadron's officers and men, over the next several days, out of French Frigate Shoals, until recovering the seaplane moorings and breaking camp on 28 and 29 April. She sailed the latter day for Pearl Harbor in company with the small seaplane tender *Pelican* (AVP-6). Arriving back at the Fleet Air Base on 2 May, *Avocet* operated locally for the remainder of the year 1933, acting as plane guard for familiarization flights, night flying, and, on one occasion, salvaged the wreckage of a crashed Douglas PD-1 flying boat from VP-9, during August, 1933, recovering the body of one of the pilots and parts of the aircraft.

Avocet plane-guarded the last leg of the inbound flight of the new Consolidated P2Y flying boats of VP-10 as they arrived at Pearl Harbor on 11 January 1939, and then operated locally until heading for Kahului, Hawaii, with the seaplane tender *Wright* (AV-1), on 29 January. *Avocet* participated in advanced base operations and Hawaiian Tactical Exercise No. 2 at Kahului until 8 February, when the ship sailed for Pearl Harbor with *Lark*, ultimately rendezvousing with *Wright* and the "Blue" Force before ceasing exercises on the 9th.

The ship then sailed for a plane guard station for the flight of VP-8F to Midway, arriving at Laysan Island on 14 February, thence to station "affirm" 35 miles south-southwest of Nihoa Island, in the Hawaiian chain. Having completed her duties there, *Avocet* returned to Pearl Harbor on 19 February, remaining there a month before sailing for San Diego on 19 March. She arrived at that west coast port on 28 March.

Underway for Corinto, Nicaragua, on 3 April, *Avocet* tended the Martin PM-1 flying boats from VP-7F and 9F from 13 to 15 April, and briefly served as the flagship for Rear Admiral Alfred W. Johnson, Commander, Aircraft, Base Force, while at Corinto. She accompanied the fleet's patrol planes as they migrated across the Gulf of Dulce, and, after transiting the Panama Canal on 24 April 1934, met them at Coco Solo, whence she followed them to the Bay of Caldera, off the coast of the Dominican Republic.

One highlight of this period came on 10 May when *Avocet* received word that one of VP-9F's planes had been forced down, and was under tow of a merchant ship, SS *Prospector*. Underway from the Bay of Caldera at 1304 on 10 May, the ship rendezvoused with *Prospector* at 2238, and at 0040 on the 11th, first took the Martin PM-1 under tow and then hoisted it on board for repairs later that day. *Avocet* later operated out of St. Louis Bay, Haiti, before returning to Coco Solo, Pacific-bound, on 16 May, and hoisting out the repaired PM-1 en route. After transiting the Panama Canal on 19 May, she reached San Diego on the 30th.

Following a brief period of voyage repairs at the Mare Island Navy Yard, *Avocet* sailed for San Francisco, and thence to Juneau, Alaska, for her first deployment to Alaskan waters. She stood watch on plane-guard station off Cape Scott, British Columbia, from 26 to 28 July, before she reached Juneau on 28 July, and over the weeks that followed operated at Yakutat Bay, Seward, Cordova and Ketchikan. Again she served briefly as Rear Admiral Johnson's flagship in August, 1934, and provided VP-9F with berthing and messing facilities while at Cordova.

Winding up her first stint in Alaskan waters when she sailed from Ketchikan on 20 August, *Avocet* called at Astoria, Oreg., en route to Mare Island, and after spending the period from 7 September to 1 October at San Diego, returned to Pearl Harbor on 9 October. She conducted local operations out of the Fleet Air Base at Pearl Harbor for the remainder of the year 1934. During

that period she took part in Hawaiian Tactical Exercise No. 3 with VP-10F at Nawiliwili, Kauai, in late October.

For the first four months of 1935, *Avocet* operated locally out of Pearl Harbor, before she sailed for Midway on 3 May to take part in advanced base operations as part of Fleet Problem XVI. In that major fleet exercise, the five squadrons of Pearl Harbor-based patrol planes were to fly to Midway and join the force commanded by Rear Admiral Thomas C. Hart, Commander, Cruisers, Scouting Force, in his attack and seizure of the island; they were then to operate from Midway to defend it from the WHITE fleet, supporting the marines defending the island by scouting "enemy" dispositions. With Midway yet to be developed as a base, logistics were a prime concern to Rear Admiral Johnson, commanding the patrol planes, and the five squadrons had to be virtually self-supporting. *Avocet* and her sister ships, and the submarine tender *Beaver* (AS-5), had to support the six different types of patrol planes by carrying an unusual number and variety of spare parts.

Concerned over the problems presented by the location in which his planes would operate, Rear Admiral Johnson sent his chief of staff, Capt. John H. Hoover, in *Beaver*, to Midway in advance, with *Avocet* accompanying *Beaver*. Hoover was to "look over the situation," have the channels buoyed and 500-pound anchors laid out for the flying boats expected to arrive. Arriving on 8 May, this advanced party, despite "rain squalls and continued bad weather," succeeded in "skillfully and expeditiously" accomplishing its task. Over the days following, *Avocet* supported seaplane operations out of Midway, accommodating men from VP-8 on board during this time.

Departing Midway on 24 May, *Avocet* reached Pearl Harbor on the 29th, and operated locally out of the Fleet Air Base into March of 1936, when she sailed for French Frigate Shoals and Pearl and Hermes Reef, to support survey operations there. Back to Pearl Harbor on 23 April, *Avocet* operated on a passenger-carrying service between Pearl Harbor and Hilo, Hawaii, that August.

On 25 September, *Avocet* transferred her ammunition to the ammunition depot at Pearl Harbor, taking on board 3,700 pounds of granular TNT for blasting operations at Johnston Island. She then sailed for that island on the 28th. She subsequently returned to Pearl Harbor on 12 October. She returned to Johnston Island later the same month, and supported advanced base operations there with VP-4, there and at Pearl and Hermes Reef. She spent the remainder of the year 1936 and the first four months of 1937 operating out of Pearl Harbor, French Frigate Shoals, and Hilo.

On 5 May 1937, *Avocet* shifted from Pearl Harbor to Honolulu, and the following day embarked a 16-man National Geographic-United States Navy Eclipse expedition, under Capt. Julius F. Hellweg, USN (Ret.), the superintendent of the Naval Observatory. Hellweg later described his first sight of *Avocet* as she lay moored on the waterfront: "Her undisturbed, peaceful air, her smart appearance, her very evident readiness to go, cheered us tremendously." Seen off on her scientific voyage by a party that included the territorial governor, the Honorable Joseph B. Poindexter, and the commandant of the 14th Naval District Rear Admiral Orin G. Murfin, *Avocet* sailed for Canton Island.

After soundings at Enderbury Island revealed no good anchorage there, *Avocet* proceeded thence to Canton, arriving the same day, 13 May. While returning to Enderbury to land observers on 24 May, the ship remained at Canton Island for the eclipse expedition through 8 June. Joined by the British sloop HMS *Wellington* on 26 May, with men from a New Zealand expedition embarked, *Avocet* observed the total eclipse of the sun at 0836 on 8 June 1937. Sailing for Pearl Harbor on the afternoon of 9 June, the ship arrived at her destination on the 16th, disembarking her distinguished passengers upon arrival.

It was around this time that the noted American aviatrix, Amelia Earhart (Putnam), attempted a round-the-world flight, accompanied only by her navigator, Fred Noonan, and flying a Lockheed Model 12, "Electra." When she disappeared in the vicinity of what was believed to be Howland Island, the Navy launched a search to find her. Shortly after noon on 8 July 1937, *Avocet* arrived at Lahaina Roads, the deep-water anchorage off the island of Maui, and moored to the port side of the aircraft carrier *Lexington* (CV-2). She commenced issuing gasoline to the carrier at 1300 and completed the task at 2015; *Lexington* soon sailed to carry out an extensive, but in the end unsuccessful, search for the missing aviatrix.

Avocet returned to Johnston Island for further blasting opera-

tions from 20 to 27 July; later, on 16 August, she picked up the tow of *Eagle No. 10* (PE-10) and sailed for Lahaina Roads. On 18 August, *Argonaut* (SS-166), in target practice, sank the old "Eagle" boat by gunfire.

Subsequently transporting passengers to Kahului and Hilo, *Avocet* tended VP-1 at the latter port from 23 to 31 August 1937 before she returned briefly to Pearl Harbor. She sailed thence for French Frigate Shoals on 1 September, and tended, in succession, VP-8, VP-10, VP-6 and VP-4, until 19 September, at which point she returned to the Fleet Air Base. She remained at Pearl Harbor until 15 October, when she sailed for American Samoa.

Arriving at Pago Pago, Samoa, on 25 October, *Avocet* served as station ship at that port through February of 1938. On 11 January 1938, Pan American Airways' Sikorsky S-42B "Samoan Clipper" (NC 16734) took off from Pago Pago at 0540, on the final leg of its flight to New Zealand. At 0608, the pilot, Captain Edwin C. Musick, reported an oil leak and that he was shutting down number four engine. Musick apparently elected to jettison some of the fuel the "Clipper" was carrying, and radioed his intentions to do so at 0842.

With no word from the plane since Musick's 0842 transmission, *Avocet* sailed from Pago Pago at 1910 for a point 12 miles north of Tapu Tapu Point. *Avocet* sighted an oil slick at 0606, and wreckage at 0637. Lowering her motor launch at 0700, men from the ship soon brought on board wreckage positively identified as having come from the "Samoan Clipper." *Avocet* continued the search during the forenoon watch, but found no signs of any survivors of the crew of seven. A subsequent investigation speculated that sparks from the engine exhaust had ignited the fuel Musick had reported he was jettisoning, triggering a violent explosion that blew the Sikorsky apart in flight.

Underway from Samoan waters on 5 February 1938 for Pearl Harbor, *Avocet* sailed via Fanning Island, taking on board mail for delivery to the Honolulu post office, and ultimately reached Pearl Harbor on 18 February. *Avocet*—reclassified from AM-19 to AVP-4, a small seaplane tender, in March 1938—returned to French Frigate Shoals on 23 March 1938, supporting advanced base evolutions of VP-8; during this time she took on board gasoline from the submarine *Nautilus* (SS-168). Departing French Frigate Shoals on 28 March, *Avocet* proceeded directly to the village of Makua, on the coast of Oahu, and arrived on the 30th. The following morning she attempted the salvage of a crashed flying boat of VP-4, recovering the body of a radioman; she hoisted the wreckage of the plane on board on 1 April.

Avocet then operated locally out of Pearl Harbor through mid-July, conducting short-range battle practice and planting bombing targets off Barbers Point, and, for a brief time, on 6 July and again on 15 to 20 July, served as flagship for Commander, Patrol Wing (PatWing) 2, Capt. Kenneth Whiting. Before the year 1938 was out, *Avocet* conducted two periods of advanced base operations at Midway, tending VP-6 from 25 to 27 July and VP-4 between 25 to 27 October.

Avocet spent the first six months of 1939 operating out of Pearl Harbor, interspersing the routine local evolutions with advanced base maneuvers—once at Hilo, twice at Midway, and once at French Frigate Shoals—and an inspection of Lisianski Island. During this time Capt. Whiting again flew his pennant briefly in *Avocet* and the ship supported VP-4, 6, 8 and 10 at varying times.

Sailing from Pearl Harbor on 23 June 1939 for San Diego, *Avocet* arrived at her destination on Independence Day having planeguarded for VP-1 en route. Now assigned to PatWing 1, the seaplane tender remained at San Diego until late August, at which time she shifted to San Pedro. The outbreak of war in Europe on 1 September 1939 found the ship moored alongside the submarine tender *Argonne* (AS-10) for upkeep. For the remainder of 1939, *Avocet* was based at the Naval Air Station (NAS), San Diego, occasionally supporting advance base operations at San Pedro and Pyramid Cove, off the island of San Clemente.

Avocet operated locally from San Pedro and San Diego into the spring of 1940, at which time she sailed for Pearl Harbor on 29 March 1940. Performing plane-guard duties en route, *Avocet* arrived at Pearl Harbor on 9 April, and got underway for French Frigate Shoals four days later, to establish an advanced base for the Consolidated PBV flying boats of VP-24 as part of the "Maroon" fleet in Part VI of Fleet Problem XXI, the last of the large-scale fleet maneuvers.

"War" had been declared on 8 April between "Maroon" and

"Purple," and Part VI of Fleet Problem XXI, that phase of the war games which involved all combatant and auxiliary types of the fleet, commenced on the 19th, four days after *Avocet* had arrived at her advanced base site. With all of VP-24 in the air to conduct search missions on the 20th, the seaplane tender found herself alone when a formation of "Purple" cruiser-based scout planes arrived overhead.

Avocet sighted 10 planes off her starboard quarter at 1325 and went to general quarters. Four of the floatplanes attacked the ship from the starboard side two minutes later, but *Avocet* opened fire with her 3-inch and .30-caliber machine guns, and drove them off. Subsequently, 10 planes attacked from the port bow before flying off to the north. Soon thereafter, the seaplane tender sighted six destroyers which opened fire at 1355 but abruptly ceased four minutes later, moving off to the southeast. Departing French Frigate Shoals later the same day, *Avocet* arrived at Pearl Harbor on the 24th, winding up her participation in Fleet Problem XXI. She returned thence to the west coast of the United States, and operated from San Diego, San Pedro, and Coronado for the balance of the year 1940.

Avocet spent the first two months of 1941 in the San Diego area, first undergoing an overhaul at the Destroyer Base from 13 to 27 January before returning to NAS, San Diego, for local operations. During this latter period, she salvaged a crashed fighter from VF-2 in Coronado Roads on 29 and 30 January, and a Douglas SBD-2 from Scouting Squadron (VS) 2 on 21 February, recovering the latter intact and hoisting it on board to transfer to a seaplane wrecking derrick (YSD) the following day.

After a docking in ARD-1 from 3 to 5 March, *Avocet* sailed down the west coast to Salina Cruz, Mexico, where she plane-guarded for a flight of planes from VP-43 before getting underway to return to San Diego on 25 March.

While en route back to her home port, however, *Avocet* received a distress signal from the fishing vessel, *Cape Horn*. Changing course at 1558 she lay to at 1607 close aboard the fishing boat, and within a few moments was taking on board the first assistant engineer of the boat, who had suffered an injured hip in an accident. *Avocet* took the sailor to San Diego, transferring him to a Public Health Service launch upon arrival on 2 April 1941.

After operating out of San Diego until 26 May, *Avocet* sailed for Pearl Harbor, and arrived there on 9 June. In late June, she towed targets for Army bombing planes and on 1 July investigated Japanese fishing sampans apparently navigating in restricted waters, obtaining names and numbers in each case. For the rest of the summer, *Avocet* operated locally out of NAS, Pearl Harbor. She towed targets for Army planes in late July, and on 11 August salvaged a downed SBD-2 from VS-2, exercised first with the seaplane tender *Thornton* (AVD-11) and later with the seaplane tender *Curtiss* (AV-4), and then tended VP-22 at Hilo. Following a docking on the marine railway at the Pearl Harbor Navy Yard in late September, *Avocet* fueled, underway, from the fleet oiler *Neosho* (AO-23) on 2 October.

Following calibration runs in Maalea Bay, Maui, the seaplane tender proceeded out to sea from Pearl Harbor for plane guard duty from 4 to 7 November; she spent much of November at Pearl Harbor, shifting to the navy yard for a restricted availability on the 29th of that month and mooring alongside *Porter* (DD-356). Completing her scheduled upkeep on 5 December, the ship exercised briefly with the seaplane tender *McFarland* (AVD-14) before returning to Pearl Harbor on the morning of 6 December 1941; at 1147 she moored port side to the NAS dock.

At about 0745 on Sunday, 7 December 1941, *Avocet's* security watch reported Japanese planes bombing the seaplane hangars at the south end of Ford Island, and sounded general quarters. Her crew promptly brought up ammunition to her guns, and the ship opened fire soon thereafter. The first shot from *Avocet's* starboard 3-inch gun scored a direct hit on a Nakajima B5N2 carrier attack plane ("Kate") that had just scored a torpedo hit on the battleship *California* (BB-44), moored nearby. The Nakajima, from the aircraft carrier *Kaga's* air group, caught fire, slanted down from the sky, and crashed on the grounds of the naval hospital, one of five such planes lost by *Kaga* that morning.

Initially firing at torpedo planes, *Avocet's* gunners shifted their fire to dive bombers attacking ships in the drydock area at the start of the forenoon watch. Then, sighting high altitude bombers overhead, they shifted their fire again. Soon thereafter, five bombs splashed in a nearby berth, but none exploded.

From her veritable ringside seat, *Avocet* then witnessed the

inspiring sortie of the battleship *Nevada* (BB-36), the only ship of her type to get underway during the attack. Seeing the dreadnought underway, after clearing her berth astern of the burning battleship *Arizona* (BB-39), dive-bomber pilots from *Kaga* singled her out for destruction, 21 planes attacking her from all points of the compass. *Avocet's* captain, Lt. William C. Jonson, Jr., marvelled at the Japanese precision, writing later that he had never seen "a more perfectly executed attack." *Avocet's* gunners added to the barrage to cover the gallant battleship's passage down the harbor.

Although the ship ceased fire at 1000, much work remained to be done in the wake of the devastating surprise attack. She had expended 144 rounds of 3-inch and 1,750 of .30 caliber in the battle against the attacking planes, and had suffered only two casualties: a box of ammunition coming up from the magazines had fallen on the foot of one man, and a piece of flying shrapnel had wounded another. Also during the course of the action, a sailor from the small seaplane tender *Swan* (AVP-7), unable to return to his own ship, had reported on board for duty, and was immediately assigned a station on a .30-caliber machine gun.

Oil from ruptured battleship fuel tanks had been set afire by fires on those ships, and the wind, from the northeast, was slowly pushing it toward *Avocet's* berth. Accordingly, the seaplane tender got underway at 1045, and moored temporarily to the magazine island dock at 1110, awaiting further orders which were not long in coming. At 1115, she was ordered to help quell the fires still blazing on board *California*. Underway soon thereafter, she spent 20 minutes in company with the submarine rescue ship *Widgeon* (ASR-1) in fighting fires on board the battleship before *Avocet* was directed to proceed elsewhere.

Underway from alongside *California* at 1215, she reached the side of the gallant *Nevada* 25 minutes later, ordered to assist in beaching the battleship and fighting her fires. Mooring to *Nevada's* port bow at 1240, *Avocet* went slowly ahead, pushing her aground at channel buoy no. 19, with fire hoses led out to her forward spaces and her signal bridge. For two hours, *Avocet* fought *Nevada's* fires, and succeeded in quelling them.

No sooner had she completed that task when more work awaited her. At 1445, she got underway and steamed to the assistance of the light cruiser *Raleigh* (CL-7), which had been torpedoed alongside Ford Island early in the attack and was fighting doggedly to remain on an even keel. *Avocet* reached the stricken cruiser's side at 1547, and remained there throughout the night, providing steam and electricity.

That night, at 2105, *Avocet* again went to general quarters as jittery gunners throughout the area fired on aircraft overhead. Tragically, these proved to be American, a flight of six fighters from the aircraft carrier *Enterprise* (CV-6). Four were shot down; three pilots died.

Avocet operated out of Pearl Harbor through the first week of May 1942, interspersing these routine operations supporting the reforming and outfitting of new units and the extensive patrols in the Hawaiian area, with two periods of advanced base evolutions, first at Port Allen, Kauai (16 to 19 January 1942) and then at Nawiliwili (4 to 8 March 1942). Departing Pearl Harbor on 11 May 1942 in convoy 4098, *Avocet* arrived at Alameda on 20 May, and shifted to Hunters Point on the 23d for a major refit.

Departing Hunters Point on 17 July 1942, *Avocet* returned to Alameda the same day, and sailed for Seattle on 18 July. Reaching her destination on the 21st, she lingered there for only three days, as she sailed for Kodiak on the 24th, eventually pushing on thence to Woman Bay, an inlet on the Gulf of Alaska, on the east coast of Kodiak Island.

Avocet operated in Alaskan waters through late October. She supported PBV flying boats of Fleet Air Wing 4 by tending and fueling planes, and transporting people, plane parts and ordnance supplies; she also performed patrol duty and participated in survey work as required. Despite the often bad flying weather, the "Catalina"-equipped squadrons tended by *Avocet* carried out extensive patrols, as well as bombing and photo missions over Japanese-held Attu and Kiska, in the Aleutians. In addition, the squadrons serviced by *Avocet* provided "dumbo" services (rescue missions named for the Walt Disney studio's cartoon pachyderm) for all American services, and flew antisubmarine patrols as well. When the Japanese submarine *RO-61* torpedoed *Casco* (AVP-12) in Nazan Bay, off Adak, *Avocet* went to the stricken seaplane tender's aid. From 2 to 4 September 1942, she assisted in salvage operations, helped to tow the ship to safety, and took on board a portion of her crew.

After an overhaul at the Puget Sound Navy Yard, which commenced on 1 November 1942, *Avocet* returned to Alaskan waters, reaching Atka on 20 January 1943. Sailing thence to Ogluiga, and arriving on 28 January, *Avocet* landed a party of Navy "Seabees" (Construction Battalion men) and Army engineers there, before she proceeded on to Nazan Bay, a month later, arriving on 28 February.

For the remainder of 1943, *Avocet* continued to support the operations of Fleet Air Wing 4's squadrons, operating successively out of Dutch Harbor, Adak, Amchitka, and Adak a second time, Attu and Dutch Harbor through 16 July. During this time, she escorted SS *Sam Jackson*, along with *YMS-121*, from Amchitka to Adak, and then accompanied the seaplane tender *Hulbert* (AVD-6) in escorting a merchantman from Adak to Attu, arriving at the latter port on 21 June. The squadrons supported by *Avocet* during this period continued flying antisubmarine and reconnaissance patrols, as well as provided "dumbo" services as required. *Avocet* spent the remainder of 1943 operating out of Dutch Harbor, Adak, and Kodiak, until shifted to Seattle, arriving on 23 December 1943.

Avocet returned to Kodiak on 6 March 1944, and steamed thence to Adak, and then Attu, where she remained until the last day of March. The small seaplane tender shifted back to Adak on 1 April, but stayed there only a short time, clearing that place on 5 April for Attu, where she arrived shortly thereafter.

During the first half of May, 1944, *Avocet* alternated with the destroyer escort *Donoff* (DE-49) on guard and rescue ship station west of Attu. While returning from one such deployment, *Avocet* had her second brush with enemy aircraft. At 1125 on 19 May 1944, she sighted what she identified as a Mitsubishi twin-engined "Betty" bomber two miles away, in foggy weather.

When first sighted, the "Betty" seemed to be on a course parallel to the ship's, but appeared to begin circling when he sighted *Avocet*, perhaps to look her over. *Avocet* opened fire on the "Betty" with 3-inch and 20-millimeter guns, but scored no hits. The "Betty," for her part, strafed the ship with her tail 20-millimeter gun. Neither side suffered any damage in the encounter, and *Avocet* resumed her voyage back to Attu.

Operating alternately out of Attu, Massacre Bay and Kuluk Bay for the remainder of May, *Avocet* departed Massacre Bay on 30 May for Kiska, arriving there on 1 June to embark passengers for transportation to Amchitka. The small seaplane tender operated out of the Aleutians for the remainder of the summer, frequenting the waters at Adak, Attu, Massacre Bay, Shemya Island, and Dutch Harbor before clearing Attu on 29 July 1944 for Puget Sound and an overhaul.

Avocet remained in the northern Pacific theater for the remainder of World War II, working out of Adak, Attu and Dutch Harbor through the end of hostilities with Japan in mid-August. Highlighting this period at the end of the war, *Avocet* accompanied the fast transport *Harry L. Corl* (APD-108) to the Kamchatka Peninsula to establish a weather station, arriving on 6 September 1945, before ultimately returning to Adak.

Slated to be relieved by the small seaplane tender *Unimak* (AVP-31), *Avocet* cleared Adak on 7 October 1945 for Seattle, and arrived on the 16th, reporting to the Commandant, 13th Naval District, for disposal. Inspected on 20 November 1945, the ship was found to be "beyond economical repair." She was accordingly decommissioned on 10 December 1945, and her name was struck from the Navy list on 3 January 1946. Sold to the Construction and Power Machine Co., Brooklyn, N. Y., on 12 December 1946 for use as a hulk, she remained listed on the *American Bureau of Shipping Record* until 1950, after which time her name disappeared. She was scrapped subsequently.

Avocet (AVP-4) earned one World War II battle star for her participation in the defense of the fleet at Pearl Harbor on 7 December 1941.

II

(LCIL-653: dp. 387 (f.); l. 159'0"; b. 23'8"; dr. 5'8"; s. 14.4 k.; cpl. 40; a. 5 20mm.; cl. *LCIL-351*)

The second *Avocet* was laid down as *LCIL-653* on 14 June 1944 at Barber, N.J., by the New Jersey Shipbuilding Corp.; launched on 14 July 1944; and commissioned on 21 July 1944.

Assigned to the Pacific during the last year of World War II, *LCIL-653* served in the Philippines in the spring of 1945. She

participated in the occupation of many of the smaller islands around Mindanao and of those that comprise the Sulu Archipelago. After the war, the ship returned to the United States and was placed out of commission, in reserve, on 6 June 1946. On 7 March 1952, *LCIL-653* was reclassified as a minehunter and was redesignated *AMCU-16*. That same day, she was named *Avocet*. Her conversion began on 1 July 1953 at the Puget Sound Naval Shipyard, and she was recommissioned there on 9 December 1953, Lt. James E. McMullen in command.

However, her return to active duty proved brief. For less than 15 months, *Avocet* operated out of San Diego conducting experiments for the Naval Electronics Laboratory. She also served as a sonar training ship and participated in mine hunting exercises. On 23 February 1955, she arrived in San Francisco where she began preparations for inactivation. While undergoing inactivation overhaul, she was reclassified as a coastal minehunter with the designation *MHC-16*. *Avocet* was towed to Stockton, Calif., on 5 May 1955 and was decommissioned there on 20 May 1955. Her disposal was approved on 21 December 1959, and her name was struck from the Navy list on 1 January 1960.

Avocet earned one battle star during World War II as *LCIL-653*.

Avoyel

An Indian tribe native to the state of Louisiana.

(AT-150: dp. 1,675; l. 205'; b. 38'6"; dr. 15'4"; s. 16.5 k.; cpl. 85; a. 1 3", 2 40mm., 2 20mm., 2 dct.; cl. *Navajo*)

Avoyel (AT-150) was laid down on 25 March 1944 at Charleston, S.C., by the Charleston Shipbuilding & Drydock Co.; launched on 9 August 1944; sponsored by Mrs. George E. Goodman; and commissioned at Charleston on 8 January 1945, Lt. Comdr. William R. Brown in command.

Following shakedown training in the Chesapeake Bay, the tug then reported to the Norfolk Navy Yard, Portsmouth, Va., for post-shakedown availability. Upon completion of the yard period, the tug was ordered to proceed to the Hudson River which had frozen to a depth of two to three feet. *Avoyel* cleared a path to Iona Island so that ammunition barges could be moved down the river. When this assignment was finished, the vessel returned to Norfolk.

In early March, the tug sailed for New Orleans where she picked up a tow and pulled it to Gulfport, Miss., for loading. *Avoyel* departed the gulf coast on 20 March, bound for the Pacific. She transited the Panama Canal and continued on to the South Pacific. The ship paused at Bora Bora, Society Islands, to refuel before reaching Seeadler Harbor, Manus Island, on 13 May. Upon her arrival there, the tug reported to Commander, Service Force 10, for duty. On 15 May, the tug was redesignated ATF-150.

During the remaining months of World War II, *Avoyel* carried out various towing operations among the Philippine Islands; Hollandia, New Guinea; Ulithi, Caroline Islands; Guam, Mariana Islands; Okinawa; and Eniwetok, Marshall Islands. Following the Japanese capitulation on 15 August, the tug got underway with Task Group 95.4 to clear mines from the waters of the Yellow Sea, off the coast of Korea. *Avoyel* sank several mines with rifle fire; and, on 7 September, Allied occupation forces began steaming through the cleared area toward the Korean mainland.

The tug anchored at Sasebo, Japan, on 16 September and operated in the Sasebo area for the next three months, performing towing jobs and making resupply and refueling runs. On 8 December, *Avoyel* got underway to return to the United States. She made stops en route at Saipan, Eniwetok, and Guam. The tug remained at Guam from 28 March until 12 May 1946 for repairs and alterations. She then sailed, via Pearl Harbor, for the Canal Zone. The vessel retransited the Panama Canal on 12 July and reached New Orleans on the 28th. The ship then underwent a preinactivation overhaul.

On 17 October, *Avoyel* proceeded to Orange, Tex., and was placed out of commission, in reserve, there on 11 January 1947. On 9 July 1956, the ship was loaned to the United States Coast Guard and assigned to duty at Eureka, Calif. On 1 June 1969, her name was struck from the Navy list, and the ship was perma-

nently transferred to the Coast Guard on that same day. The vessel was decommissioned by the Coast Guard on 30 September 1969, sold, and placed in commercial service.

Awa

A milkfish of the Pacific ocean, usually found off the coast of Mexico and in waters off the Hawaiian Islands.

The name *Awa* was assigned to SS-409 on 23 August 1942, but this *Balao*-class fleet submarine was renamed *Piper* (q.v.) on 31 January 1944, less than a month and a half prior to the laying of her keel.

Awahou

A Maori word meaning a new channel.

(YAG-24: t. 410; l. 146'0"; b. 25'1"; dph. 9'1")

The twin-screw steamer *Awahou*—built in 1912 by Fullerton and Co., Paisley, Scotland, and owned, by 1942, by Richardson and Co., of Wellington, New Zealand, was acquired by the U.S. Navy from the New Zealand government on 4 November 1942. Classified a miscellaneous district auxiliary and designated YAG-24, *Awahou* was placed in commission at Auckland, New Zealand, that same day. Hereafter, records are ambiguous as to whether or not the ship was "officially" listed as having a name or not, the *Naval Vessel Register* for 1943 carried her as "ex-*Awahou*" and as YAG-24. Another source indicated that she was *Awahou* (YAG-24), and her log uses both interchangeably.

In any event, *Awahou*, assigned to Service Squadron 8, Service Force, Pacific Fleet, stood out of Auckland harbor on 11 November 1942, bound for New Caledonia. Reaching Dumbéa Bay on the 17th, she spent the next few days shuttling about the harbor, shifting berths until the 29th when she commenced discharging her cargo of lubricating oil to the light cruiser *Helena* (CL-50) and to the civilian tanker SS *Donnell*. After loading cargo and fueling, the vessel sailed for Espiritu Santo two days before Christmas, escorted by the fast transport *Manley* (APD-1). Sailing thence for the Solomons on the 29th, *Awahou* reached Guadalcanal on 2 January 1943 and anchored off Lunga Point that morning to commence working her cargo.

For the next four months, *Awahou* performed vital, but unsung, local ferry and cargo-carrying service between Guadalcanal, Tulagi, Malaita, and "Cactus," the shore near Henderson Field. Her cargo consisted at one time or another of such items as "portable runways" (Marston matting for airfield construction), aircraft bombs, gas cylinders, perishable commodities, and mail.

Highlighting her operations during this period was the heavy Japanese air raid on Tulagi on 7 April 1943, part of the last offensive (Operation "I") unleashed by Admiral Isoroku Yamamoto. *Awahou's* deck logs disclose that, over the previous two months, her crew had been called to general quarters on several occasions by air raid alerts ("condition reds") only to learn later that the warnings had been false. However, the one that came on the afternoon of 7 April proved quite different. The previous day, *Awahou* had taken on board potable water from *Niagara* (AGP-1) and then moored to a dock at Tulagi. She was still lying there at 1445 on the 7th, when a "flash red" was received, as 76 "Vals," covered by 110 "Zeroes," droned toward Guadalcanal.

At 1500, *Awahou's* lookouts counted 36 Japanese dive bombers in their ship's vicinity. Two minutes later, they commenced their attack on the shipping in Tulagi harbor. One "Val" scored a direct hit on the New Zealand Navy corvette HMNZS *Moa*, which had been moored, fueling, alongside the station tanker *Erskine M. Phelps* (YON-147) and the unfortunate little ship sank "in about four minutes." The bombing also left *Erskine M. Phelps* in a sinking condition as well. *Awahou* got underway and, with the assistance of tugs, kept the damaged tanker afloat. *Awahou* moored to her starboard side and remained there throughout the night.

Fears over a return visit by more Japanese planes a few days later prompted *Awahou* to shift her berth to the vicinity of Gavutu Island where she dropped her port anchor in four fathoms of

water and put out bow and stern lines to trees on the beach. "Believing enemy aircraft would be in this vicinity," *Awahou*'s log records, "we went ashore and cut brush and palm limbs and camouflaged ship."

On 2 May 1943, *Awahou*, under tow of *Bobolink* (AT-131), cleared Guadalcanal and headed for the New Hebrides. She arrived at Espiritu Santo on the 5th for availability alongside *Vestal* (AR-4). Unmooring on the 12th, and again under tow of *Bobolink*, *Awahou* was taken to Havannah Harbor, Efate Island in the same group on the 16th. Taken thence to Auckland—in company with *Taupata* (YAG-26), under tow of *Coucal* (ASR-8), and escorted by *Talbot* (APD-7) and *Taganak* (AG-95), *Awahou* underwent voyage repairs there through mid-July 1943.

Over the next few months, *Awahou* conducted four cargo-carrying voyages from Auckland to Norfolk Island, in the Australian commonwealth some 930 miles northeast of Sydney, New South Wales, Australia, and served one brief stint of duty at Auckland as a passenger ferry. She wound up her last Norfolk Island-to-Auckland return voyage on 26 January 1944. She got underway and cleared the port on 5 February 1944, but collided with the ferry *Eagle Hawk*. The accident forced her to return to port where she moored to a dock. This proved to be her last underway period as an American naval vessel for, on 28 March 1944, *Awahou* was decommissioned and returned to her owners. Her name was struck from the Navy list on 8 April 1944.

Awatobi

A Hopi Indian word meaning "high place of the bow." The term may refer to the Bow people and was applied to a former Hopi pueblo located on a mesa in northeastern Arizona.

(YTB-264: dp. 410; l. 110'0"; b. 27'0"; dr. 11'4"; s. 12 k.; cpl. 12; a. 2 .50-cal. mg.; cl. *Cahto*)

Awatobi (YT-264) was laid down on 27 March 1944 at Tacoma, Wash., by the J. M. Martinac Shipbuilding Corp.; reclassified a large harbor tug and redesignated YTB-264 on 15 May 1944; launched on 30 September 1944; and placed in service on 1 February 1945.

Awatobi served out her entire naval career as a harbor tug in the 12th Naval District. She was deactivated in 1960, and her name was stricken from the Navy list in December 1960. The details of her disposition are not available.

Ayanabi

A former Choctaw Indian village, located on Yannubbee Creek, two miles above its confluence with the Petickfa Creek, about eight miles southwest of the present town of Dekalb, in Kemper County, Mississippi. The word *Ayanabi* means "ironwood."

On 24 March 1945, the name *Ayanabi* was assigned to the *Cholocco*-class large yard tug, YTB-504, which was slated for construction in Stamford, Conn., by the Luders Marine Construction Company. However, records indicate that this service craft was never actually laid down. The end of World War II caused a drastic examination of the Navy's building program, and the contract for the construction of *Ayanabi* was cancelled on 5 November 1945.

Aylmer

Matthew Aylmer entered the Royal Navy in 1678 and advanced to the rank of captain in 1679. After serving in the Mediterranean, he joined the revolutionaries who overthrew the Stuart monarch, James II. He took part in the battles of Beachy Head and Barfleur, and went to the Mediterranean as commander in chief in 1698, where he confirmed earlier treaties with Tripoli, Tunis, and Algiers.

Retiring from active service in 1699, Aylmer served as a navy commissioner until 1702. He was reappointed to command the fleet in 1709 but, after failure in an engagement with the French, he was relieved in 1711. When George I succeeded to the throne in 1714, Aylmer was returned to command and received a peerage and the rank of Rear Admiral of the United Kingdom before his death in 1720.

(BDE-72: dp. 1,300; l. 306'; b. 36'9"; dr. 10'9"; s. 24 k. cpl. 200; a. 3 3", 2 40mm., 8 20mm., 2 dct., 4 dep., 1 dep. (hh.); cl. *Buckley*)

The destroyer escort, DE-72, was laid down on 12 April 1943 at Hingham, Mass., by the Bethlehem Steel Corp., and named *Harmon* on 18 May 1943. The ship was allocated to the United Kingdom under lend lease on 10 June 1943; and the name *Harmon* was reassigned to another destroyer escort DE-678 on 23 June. Launched on 10 July 1943, the ship was accepted by the Royal



Awatobi (YTB-264) assists *Rochester* (CA-124) in departing the Mare Island Naval Shipyard, 20 September 1953. *Dekaury* (YTB-178) is at left. (NH 84584)

Navy on 30 September and commissioned as HMS *Aylmer* (K.463) the same day.

During World War II, *Aylmer* garnered "battle honors" off Normandy during the invasion of Europe in the summer of 1944 and in the North Atlantic in 1944 and the first months of 1945. She figured in the destruction of two U-boats during the course of hostilities in the Atlantic: *U-765* on 6 May 1944, in company with sister ships *Bickerton* (K.466) and *Bligh* (K.467) and planes from the escort carrier *Vindex* No. 825 Squadron; and *U-1172* on 12 June 1944, in conjunction with the efforts of sister ships *Calder* (K.349) and *Bentinck* (K.314) and the *Evarts*-class destroyer escort *Manners* (K.568).

The ship was decommissioned by the Royal Navy at the New York Naval Shipyard on 5 November 1945 and simultaneously accepted by the United States Navy. Stricken from the Navy list on 19 December 1945, she was sold to Mr. John J. Witto of Staten Island, N.Y., on 9 June 1947, and scrapped by February 1948.

Aylwin

John Cushing Aylwin—born in Quebec, Canada, on 14 June 1778—worked on board British naval vessels at an early age. Though never formally enrolled in the Royal Navy, he received increasing responsibilities eventually performing the duties of a mate by 1795. He refused the offer of a midshipman's warrant but continued service at sea—apparently against his will—for another six years. Ill health, however, finally brought about his return home. Then, for several years, he commanded merchant ships out of Boston. When war between the United States and Great Britain broke out in 1812, Aylwin received an appointment as a lieutenant in the Navy and became sailing master in *Constitution*. He received commendations for his gallantry during that frigate's engagement with HMS *Guerriere* on 19 August 1812. Lt. Aylwin took part in the battle between *Constitution* and HMS *Java* on 29 December 1812. Severely wounded during that encounter, Aylwin later died at sea.

I

(Galley: t. 40 (approx.); cpl. 26; a. 1 long 12-pdr.)

The first *Aylwin*—a small galley built on Lake Champlain in 1813—was a unit of Commodore Thomas Macdonough's squadron during the Battle of Lake Champlain fought on 11 September 1814. By retaining control of the lake, she and her squadron mates closed an important avenue of invasion to British forces in Canada. *Aylwin* continued to serve on Lake Champlain through the end of the war early in 1815. She was sold at Whitehall, N.Y., in July 1815.

II

(Destroyer No. 47: dp. 1,156; l. 305'3"; b. 30'4"; dr. 9'5"; s. 29.5 k.; cpl. 89; a. 4 4", 2 .30-cal. mg., 8 18" tt.; cl. *Aylwin*)

The second *Aylwin* (Destroyer No. 47) was laid down on 7 March 1912 at Philadelphia by William Cramp & Sons Shipbuilding Co.; launched on 23 November 1912; sponsored by Mrs. Joseph Wright Powell; and commissioned on 17 January 1914, Lt. Comdr. Leigh C. Palmer in command.

Following a short cruise to Cuba, the destroyer was placed out of commission at the Norfolk Navy Yard and remained inactive for more than a year. She was recommissioned on 25 May 1915 and assigned to the 6th Division, Torpedo Flotilla, Atlantic Fleet. The ship then cruised along the east coast carrying out routine patrols.

During the early months of 1917, *Aylwin* sailed to Cuban waters for winter maneuvers and returned to the Virginia capes area upon America's entry into World War I. From June 1917 to January 1918, the destroyer participated in special experimental work while operating out of Boston, Mass., and Newport, R.I.

On 4 January 1918, *Aylwin* sailed for Queenstown, Ireland; and, shortly after her arrival there, began patrolling out of that port. However, shortly thereafter, she was detached to join Brit-



Aylwin (Torpedo Boat Destroyer No. 47), circa 1916, lead ship of her class, reflecting the point to which the modern destroyer had evolved just before World War I. (NH 77908)

ish forces operating from Portsmouth and Devonport, England, in conducting antisubmarine patrols.

Aylwin remained in European waters following the end of the war. On 26 December 1918, she sailed in company with *Chester* (Cruiser No. 1) for an inspection tour of the Baltic ports of Germany. The ships, which, were operating under the auspices of the Allied Naval Armistice Commission, were to remove any American prisoners of war or citizens discovered in the German ports. On 16 June 1919, *Aylwin* departed Brest, France, bound for the United States, and arrived at New York City 10 days later. She then proceeded to the Philadelphia Navy Yard where she was placed in reserve.

While in this status, *Aylwin* received the designation DD-47 on 17 July 1920. She was decommissioned on 23 February 1921. The ship's name was cancelled on 1 July 1933 so that a new destroyer, DD-355, might be called *Aylwin*. Thereafter, the older destroyer was referred to simply as *DD-47*. Her name was struck from the Navy list on 8 March 1935, and she was sold for scrap in accordance with the terms of the London Treaty for the limitation of naval armament.

III

(DD-355: dp. 1,375; l. 341'3"; dr. 16'4"; s. 37.0 k.; cpl. 251; a. 5 5", 8 21" tt., 4 .50-cal. mg., 2 dct.; cl. *Farragut*)

The third *Aylwin* (DD-355) was laid down on 23 September 1933 by the Philadelphia Navy Yard; launched on 10 July 1934; sponsored by Miss Elizabeth M. Farley, the 11-year old daughter of Postmaster General James M. Farley; and commissioned on 1 March 1935, Comdr. Clarence Gulbranson in command.

Following builders' trials late in March, and fitting out, the destroyer shifted to the Naval Torpedo Station, Newport, R.I., to load eight torpedo warheads. At the end of further trials, she returned to Philadelphia on 8 May to prepare for shakedown.

On 22 May, *Aylwin* sailed for a cruise that took her to European countries. She stopped at Port Leixoes (Oporto), Portugal, on 1 June and at Santander, Spain, on the 5th, before shifting to Cherbourg, France, on the 10th. Five days later, the Honorable Jesse I. Strauss, the United States Ambassador to France, inspected the new destroyer.

The warship next visited Bremen, Germany from 19 to 24 June, before sailing for Goteborg, Sweden, and a five-day visit. Then, after getting underway for Belgium on the 29th, she reached Brussels late on 2 July and there received her only royal visit when, on the morning of the 8th, King Leopold III and Queen Astrid came on board for an hour's inspection.

The ship visited Dover, England, before heading homeward on 15 July. She reached Philadelphia on the 22d, received post-shakedown repairs, and conducted further trials that lasted until 1 October, when she put to sea to join the Fleet. She fell in with



Aylwin (DD-355), painted in Measure 31 or 32 camouflage, comes alongside an escort carrier to transfer guard mail, December 1944. (80-G-263910)

her sister ship *Hull* (DD-350) the next day, and the two ships reached Guantanamo Bay, Cuba, on the 5th, where *Aylwin* unloaded a cargo of light freight. After transiting the Panama Canal on 7 October, she paused briefly at Balboa, Canal Zone, before sailing on the 10th for a plane-guard station off Champerico, Guatemala, to provide a directional bearing along the projected track of the experimental flying boat XP3Y-1, the prototype of the PBV "Catalina" which would win fame during World War II. This plane had already completed a non-stop flight from Norfolk to Coco Solo, Canal Zone, and, as an "encore," would fly, again non-stop, from Coco Solo to San Francisco.

Aylwin reached her assigned position on 13 October and, the next morning, began laying smoke to serve as marker for the plane. The destroyer's lookouts sighted the plane at 1238, and it passed directly overhead seven minutes later. Ultimately, the XP3Y-1 reached San Francisco Bay on 15 October, having set a new international distance record for seaplane flights—3,281.402 statute miles.

The destroyer rejoined *Hull* the next day; and the two ships steamed into San Diego harbor on the 19th. After a visit to Stockton, Calif., from 26 to 29 October, *Aylwin* began her peace-time duty with the Fleet, operating off the coast of southern California in flotilla tactics, torpedo attacks, short range battle practices, and sound training runs with the submarines *Nautilus* (SS-168) and *Cuttlefish* (SS-171).

On 10 February 1936, *Aylwin* departed San Diego and entered the Mare Island Navy Yard on the following day for repairs and alterations. She ran her post-repair trials on 3 April.

Following brief operations off Pyramid Cove, San Clemente Island, *Aylwin* sailed for the Canal Zone on 27 April to participate in Fleet Problem XVII, a five-phased evolution designed to advance the strategic, tactical, and logistical training of the fleet in a wide variety of areas, including antisubmarine warfare, offensive operations of submarines, and the development of aircraft and surface scouting techniques. The problem pitted the Battle Force against a submarine-augmented Scouting Force.

As the opposing forces engaged off the west coast of Central America near the Panama Canal, *Aylwin* conducted simulated gun attacks on "enemy" destroyers and torpedo attacks on the "enemy" battle line. She anchored off Balboa on 9 May, refueled the following day, and resumed her participation in the fleet problem on the 16th as part of the "Green" fleet.

After the exercises, *Aylwin* sailed to Peru and arrived at Callao on the morning of 28 May. That day, Rear Admiral Sinclair Gannon, Commander, Destroyers, Scouting Force, broke his flag in *Aylwin*. Winding up her Peruvian visit on 2 June, she got underway for California, but paused in Panama Bay from 6 to 8 June before continuing on to San Diego. *Aylwin* reached her home port on the morning of 16 June and moored alongside *Dobbin* (AD-3). That afternoon, Rear Admiral Gannon transferred his flag to the destroyer tender.

On 6 July, *Aylwin* got underway for the Pacific Northwest and reached Port Angeles, Wash., on the 9th. She sailed thence via the inland passage to Alaska and arrived at Cordova on the 13th. Following a subsequent visit to Kodiak, a return call at Port Angeles, and tender upkeep there alongside *Dobbin*, the destroyer conducted sound tracking exercises at Admiralty Bay, Port Townsend, Wash. She visited Portland, Oreg., from 5 to 10 August before heading home where she arrived on the 13th.

A week later, she got underway for tactical exercises in company with *Worden* (DD-352) and *Monaghan* (DD-354); but they soon commenced looking for the overdue San Diego-based tuna boat SS *Juaquin*, last reported in their vicinity. The Coast Guard cutter *Tahoe* joined the search on 21 August, and the cutter *Aurora* began the next day. On the 23d, *Aylwin* and the other ships, sailing in a scouting line, searched for the overdue full-rigged ship *Pacific Queen*. Although they did not find either vessel, it seems that neither was lost, since both appeared on merchant vessel registers for some years thereafter. In fact, the latter—bearing her original name, *Balclutha*—served as a floating museum berthed at San Francisco's Fisherman's Wharf into the 1980's.

Aylwin operated in the southern California area until sailing on 16 April 1937 for the Hawaiian Islands to participate in Fleet Problem XVIII. Forming up with the "Hilo Detachment" on the 21st, *Aylwin* conducted a mock bombardment of Hilo before deploying to screen *Houston* (CA-30) and *Ranger* (CV-4) as they covered a simulated landing. Putting into Pearl Harbor on 25

April, *Aylwin* got underway on 4 May as part of the "White" Force.

Rated as "damaged" in an initial phase of the action on 8 May, *Aylwin* shaped course to rendezvous with "friendly" units that morning and drove off two "strafing" attacks by "Black" planes en route. She sighted what appeared to be the "White" battle line at 0640 and altered course to join, but discovered that the ships were, in fact, counted as "out of action."

Thus now virtually "alone," *Aylwin* came about and headed for Lahaina. The beleaguered ship found no solace en route, however, for she spotted three fast minelayers closing from six miles away, and after identifying them as "enemy," went to general quarters at 0730, "opening fire" three minutes later. However, the umpires quickly declared her *hors de combat* so she joined her "out of action" consorts soon thereafter.

Aylwin returned to San Diego on 28 May 1937 and, after two weeks of upkeep alongside *Whitney*, resumed her training schedule. During the last days of June, she operated in company with *Mississippi* (BB-41) as that ship conducted battle practice off Santa Barbara Island in company with the radio-controlled, high-speed target ship *Lamberton* (AG-21).

For the rest of 1937 and the winter months of early 1938, *Aylwin* maintained what had become standard routine, alternating periods in port for upkeep with time training at sea in the southern California operating area. From 6 to 9 January 1938, she participated in the search for a lost patrol plane from Patrol Squadron (VP) 7. After firing antiaircraft practices in early February, the ship proceeded to the Destroyer Base, San Diego, for her yearly hull inspection in the floating drydock *ARD-1* and then proceeded to the Mare Island Navy Yard for a brief overhaul.

Following those repairs, *Aylwin* arrived at San Diego on the 6th, just in time to participate in Fleet Problem XIX. The "Black" Fleet put to sea from San Diego at 0325 on 15 March. As part of the "White" Fleet, *Aylwin* got underway at 1640 and soon joined the remainder of Destroyer Flotilla 1 and the aircraft carrier *Ranger* (CV-4).

Searching for the enemy "main body" on the 17th, she fell in with *Chicago* (CA-29), *Quincy* (CA-39), *Chester* (CA-27), and *Portland* (CA-33) on the following morning. That afternoon, the cruisers made contact, attacked, and retired under cover of a smoke screen. *Aylwin* regained sight of the "enemy" and took up a position a safe distance astern to trail them through the 19th.

After fueling from *Idaho* (BB-42) on the 20th, the destroyer conducted exercises in subsequent phases of Fleet Problem XIX until supporting a mock landing at Lahaina. At the outset, she lay-to between the islands of Molokai, Lanai, and Maui before standing in toward the "beachhead" to support the landing of troops. She conducted a brief minesweeping drill before refueling from *Brazos* (AO-4) and then anchoring at Lahaina Roads for a brief respite.

From 4 to 8 April, *Aylwin* again was underway participating in further exercises before putting into Pearl Harbor. When the fleet sortied on the morning of the 18th, she ranged ahead of the departing battleships alert for possible "submarine" activity. Ultimately, *Aylwin* participated in the closing phases of Fleet Problem XIX, which had been conducted in three separate phases, each a small fleet problem in itself. As in Fleet Problem XVII, the exercises also tested the ability of the fleet to seize and hold advanced bases, indicating the Navy's Pacific-minded planning.

The destroyer returned to San Diego on 28 April and, on 9 May, resumed her coastwise training schedule. She underwent brief upkeep alongside *Whitney* before getting underway on 21 June for the Pacific Northwest and cruising along the coast through July, touching at such places as Port Angeles, Wash.; Ketchikan, Territory of Alaska; Humpback Bay, Wrangell Narrows, Taku Inlet, Yakutat Bay, Sitka, Seattle; and finally, Portland, Oreg. She returned via San Francisco to San Diego in mid-August, underwent tender upkeep alongside *Whitney*, and conducted training off the southern California coast before getting underway on 26 September for Hawaii.

Reaching Pearl Harbor on 2 October, *Aylwin* underwent repairs and alterations there through November. She arrived back at San Diego on 12 December and conducted training exercises off the South Coronados Island of Mexico before ending the year 1938 berthed in a destroyer nest in San Diego harbor.

Four days into 1939, *Aylwin* got underway for Panama and reached Balboa on 13 January. After transiting the Panama Canal the next day, she operated out of Gonaives, Haiti; Guantanamo Bay, Cuba; and, Port-au-Prince, Haiti, before getting underway on the 13th for her initial station during Fleet Problem XX.

These exercises, slated to take place in the Caribbean, were formulated to test the ability of an American fleet to control the Caribbean Sea lanes while maintaining sufficient naval strength in the Pacific to protect vital United States interests there and to exercise the fleet in: long-range search operations, the protection of merchantmen, the establishment and defense of advanced bases, and the conduct of the inevitable fleet battle. They arrayed the Battle Force against the Scouting Force.

After fueling from *Maryland* (BB-46) on 17 February, *Aylwin* operated with *Lexington* (CV-2) and *Enterprise* (CV-6) which acted as a raiding force during one phase of the problem. Ultimately, the "battle" reached its conclusion, the fleet battle. The forces then all retired to Culebra Bay, Puerto Rico, where President Roosevelt reviewed them from the deck of *Houston* on the last day of February.

After visiting Cienfuegos and Guantanamo Bay, Cuba, *Aylwin* operated briefly out of Gonaives before returning to Guantanamo on 31 March. She got underway on 8 April for Yorktown, Va., and, en route north, acted as plane guard for *Lexington*. *Aylwin* reached Yorktown on 12 April, but the Fleet's visit to that area was soon cut short by orders to return to the Pacific. Speculation ran rampant through the Fleet that Washington was very concerned about possible aggressive moves by the Japanese.

Underway at 0404 on 20 April, *Aylwin* took station with the rest of her division around the carriers. She planeguarded for *Yorktown* (CV-5) en route to Panama; transited the Canal on 29 April; and, after tarrying briefly at Balboa, got underway for San Diego on 2 May. Reaching her home port on the 12th, the destroyer operated off southern California before entering the Mare Island Navy Yard on 18 June for repairs and alterations lasting until 8 October. She got underway on the morning of 11 October, bound once more for Hawaii.

The administration, harboring strong concern over Japan's aggressive course in the Far East, determined that a show of force was necessary. Accordingly, the Navy formed a "Hawaiian Detachment" under Vice Admiral Adolphus Andrews and based it at Pearl Harbor—a step foreshadowing the basing of the entire Fleet there the following spring.

Aylwin arrived at Pearl Harbor on 18 October 1939 and, over the next few months, alternated periods inport at "Pearl" with varied exercises in the Hawaiian operating area. In the spring of 1940, *Aylwin*, as a unit of the "maroon" fleet, participated in Fleet Problem XXI, the last pre-war fleet problem. Indicative of the Fleet's security-mindedness at that time, *Aylwin* alternated with other destroyers conducting "security patrols" off the port of Honolulu and off Pearl Harbor's entrance during the course of the evolutions, investigating all vessels sighted, including small fishing craft.

Detachments from the Fleet were rotated back to the west coast at intervals. *Aylwin* thus returned briefly to the west coast during the summer of 1940, reaching San Diego on 9 July before shifting to the Mare Island Navy Yard on the 14th. She underwent repairs and alterations there until 22 September before returning, via San Diego, to Pearl Harbor on 21 October.

From that port, *Aylwin* maintained her normal routine into the critical year 1941. On 7 February 1941, she put to sea and, after rendezvousing with aircraft carrier *Enterprise* and sister destroyer *Farragut*, headed back to the west coast for a brief visit. They arrived at San Diego on 13 February, but turned around again two days later and rejoined *Enterprise*—which was ferrying a shipment of the latest Army fighter aircraft to Hawaii. The three ships reached Oahu on 21 February.

On 17 March, *Aylwin* left Pearl Harbor for off-shore patrol and exercises. Two days later, the ship conducted a two-hour night tactical exercise on a dark, moonless night, commencing at 2000. At its conclusion, all destroyers were directed to proceed to a rendezvous astern of the fleet's center. At 2251, *Aylwin* turned on her running and fighting lights and sighted a ship materializing out of the murk on her port bow. *Aylwin* maintained her course and speed until backing emergency full at 2303. At that point, the other ship, *Farragut*, loomed on a collision course and also backed to avoid contact. Shortly after 2304, *Farragut*'s bow sliced into *Aylwin*'s port side at a 90-degree angle, causing extensive damage for about 23 frames and nearly severing *Aylwin*'s bow.

A fire immediately blazed up as high as *Aylwin*'s masthead, illuminating the two ships and quickly spread aft through the wardroom and into the area occupied by the ships officers' cabins. *Aylwin*'s electrical installation burned with intense heat until controlled at 0140 on the 20th. Fire parties from *Dale*, *Stack* (DD-406), *Philadelphia* (CL-41), and *Sterett* (DD-407) all contributed men to help contain the blaze; and a party from *Indianapolis* joined the one from *Philadelphia* in assessing the damage and making temporary repairs.

Detroit (CL-8) attempted to tow *Aylwin* back to Pearl Harbor but the cable parted. *Turkey* (AM-13) soon picked up the damaged destroyer and towed her to port stern first. Following extensive repairs in drydock, *Aylwin* resumed her operations in the Hawaiian waters. After conducting her last peacetime training late in November, she moored to buoy X-14 at 1347 on the 28th, and remained there into the first week of December. On the night of the 6th, her watch logged in some of the last peacetime ship movements into, or out of, Pearl Harbor, duly noting the arrival of the oiler *Neosho* (AO-23) and the departure of the destroyer *Litchfield* (DD-336).

As *Aylwin* lay moored in a nest with her squadron mates on the morning of 7 December 1941, one small boiler was in operation to provide enough power for auxiliary services on board. Approximately half of her men were enjoying leave and liberty that weekend. At 0755 that Sunday morning, shortly before morning colors, the sound of airplane engines surprised *Aylwin*'s men and countless other bluejackets. At that time, Japanese planes torpedoed the target ship *Utah* (AG-16) moored to a quay off Ford Island.

Three minutes later, *Aylwin*'s guns began to speak, both her main battery and the .50-caliber machine guns. At 0800, the "black gang" lit fires under two boilers, cutting them in on her main steam line within 15 minutes. At 0829, Commander, Destroyers Battle Force directed his ships to get underway. *Monaghan*, soon after beginning to move toward the harbor entrance at 0845, encountered a midget submarine and rammed and sank the small submersible. At about 0850, a Japanese plane dropped a bomb that exploded some 75 yards off *Aylwin*'s starboard bow. Eight minutes later, *Aylwin*, leaving her stern wire and anchor chain behind, headed for the channel and the open sea.

The destroyer, manned by 50 percent of her crew under the direction of four ensigns—the senior officer, Ensign Caplan, had served at sea for only some eight months—proceeded out of Pearl Harbor, stripping ship for war and simultaneously maintaining a "continuous fire." Her machine gunners claimed to have splashed at least three aircraft; but, in the light of the tremendous volume of antiaircraft fire from all ships, her "kills" cannot be proven conclusively.

As *Aylwin* raced out to sea, those men topside who chanced to look astern beheld a curious sight, her captain, Lt. Comdr. Robert H. Rodgers, and other officers, in a motor launch about 1,000 yards off the entrance buoys. Nevertheless, in view of ComDesRon 1's instructions, *Aylwin* could not slow down, but instead headed out to sea for patrol duty, leaving most of her officers orphans on board the old flushdecker *Chew* (DD-106).

A little less than a half hour later, *Aylwin* investigated a reported submarine sighting, but found nothing. During the patrol, the destroyer vibrated abnormally because of a screw damaged soon after she got underway when a bomb explosion near her starboard quarter threw her stern into a buoy.

On 12 December, after the smoke over Oahu had cleared, Comdr. Rodgers heaped praise on his abbreviated crew for their actions in the first flush of war: "The conduct of the personnel was magnificent . . . Every man more than did his job and was eager to fight." Of Ensign Caplan, Rodgers wrote, "The conduct (of this man) . . . in superbly taking command for 36 hours during war operations of the severest type is a most amazing and outstanding achievement."

Late on the afternoon of 8 December, *Aylwin* followed the *Enterprise* task force into Pearl Harbor and picked up Rodgers and the division commander, Comdr. R. S. Riggs, on the way into the channel. The next day, *Aylwin* got underway and conducted antisubmarine patrols in sector 2, off the entrance to Pearl Harbor. She made a sound contact on 10 December. After going to general quarters, she dropped a five-charge pattern. *Farragut* joined her in the hunt, but neither ship found the quarry. Entering Pearl Harbor again on the 11th, *Aylwin* underwent repairs to her damaged propeller.

Meanwhile, plans matured for an operation a part of which

was hoped to be the first American offensive action of the war, the relief of Wake Island. One task force would head for Wake with relief aircraft in *Saratoga* (CV-3)—while a second force, built around *Lexington*, would raid the Mandated Islands as a diversion.

Aylwin sortied as part of the latter at 1103 on 14 December and, along with the heavy cruisers *Chicago* and *Portland* and the destroyer *Phelps* (DD-361), took station ahead of *Lexington*. The next day, destroyers *Dewey* and *Worden*, the cruiser *Indianapolis*, and the oiler *Neosho* joined the force. On the 20th, *Aylwin*'s war diarist recorded: "Up to this point, the force had been headed for a bombing and bombardment of Wotje Island, in the Marshalls. Now we were to try to save Wake."

However, time was running out for the American marines on that little atoll. Two Japanese carriers had joined the forces attempting to reduce the valiant defenders. This move prompted a careful reconsideration and resulting cancellation of the relief attempt. The terse entry in *Aylwin*'s war diary for 23 December reveals little of the bitter disappointment felt by all hands in the relief effort: "At 0758 (the) force was informed by despatch that a large portion of the Jap fleet was concentrated just beyond Wake Island and that we were to proceed back to Pearl Harbor . . ." Wake fell on that same day.

After investigating several suspected submarine contacts en route, *Aylwin* covered the arrival of TF 11 at Pearl Harbor three days after Christmas. On the last day of 1941, *Aylwin* sortied from Pearl Harbor in the screen of a convoy taking evacuees from the Hawaiian Islands to the west coast where she served five days into 1942.

Aylwin then underwent repairs and alterations in the Mare Island Navy Yard until 10 January, receiving new 20-millimeter machine guns to increase her close-in anti-aircraft capability. Two days later, she sailed with *Perkins* (DD-377) to escort the liners *President Coolidge*, *President Monroe*, and *Mariposa* to San Francisco. Underway again on the 17th, *Aylwin* and *Perkins* escorted a convoy consisting of *Neosho*, *Castor* (AKS-1), *Pyro* (AE-1), and *Crescent City* (AP-40) back to Oahu where they arrived on the 25th.

On the last day of January, the destroyer sortied with TF 11, formed around *Lexington*, and performed plane-guard duties for that carrier as she moved southwestward toward New Guinea. After accidentally firing a live torpedo in *Hull*'s direction during surface attack maneuvers on 13 February, *Aylwin* warned her sister ship by blinker, enabling the latter to sheer away out of danger. *Aylwin* followed the errant "fish" at 28 knots until it sank at the end of a normal run.

Three days later, the ANZAC command cruise force—*Chicago*, HMNZS *Leander*, HMNZS *Achilles*, and HMAS *Australia*, screened by *Lamson* (DD-367) and *Perkins*—pulled into sight. As the destroyers formed a circular screen, the heavy ships hove to and transferred officers for a conference. Shortly thereafter, TF 11 reformed and assumed a northwesterly course toward Bougainville Island and the Bismarck Archipelago.

Unfortunately, before a raid against the key Japanese base at Rabaul could be launched, Japanese reconnaissance planes discovered the task force. Accordingly, 17 land-based Mitsubishi G4M bombers (later code-named "Betties") set out from Rabaul, New Britain.

Lexington's CXAM air search radar picked up the incoming raiders at 1030, and the task force increased speed to 21 knots. As the enemy formation approached, lookouts could see that the carrier's fighters were already shrinking the enemy's numbers. In fact, during the defense of their carrier, Fighting Squadron (VF) 3 pilots performed most creditably. One pilot, Lt. Edward H. "Butch" O'Hare, downed five or six enemy planes in about as many minutes.

While *Lexington*'s Grumman "Wildcats" above were thinning out the attackers, the ships' gunners below were also helping out, putting up a tremendous barrage of anti-aircraft fire. *Aylwin*'s spotters noted one enemy bomber falling in flames after bursts from their ship had exploded in its vicinity. Then, when a second wave attempted to breach the screen of the task force, *Aylwin*'s 20-millimeter guns downed an enemy bomber attempting to crash into the stern of nearby *Bagley* (DD-386). "By 1712," recorded *Aylwin*'s diarist, "no enemy planes were in view and ship ceased firing, having expended 305 rounds." The force's gunnery had been good, for the following day *Aylwin*'s historian would write: "OTC [officer in tactical command] reported to the Task Force that of an estimated 18 planes that attacked

the formation yesterday only one probably returned safely to his base at Rabaul . . ." No ship in the formation was damaged.

However, since it had been discovered, the American force retired from the area. *Aylwin* soon left TF 11 to escort the fleet oiler *Platte* (AO-24) to Pago Pago, Samoa, and then shepherded that vital auxiliary back to Pearl Harbor, reaching port on 8 March.

Two days later, *Aylwin* began screening the 18 ships of convoy 4072 from Honolulu to San Francisco Bay where they arrived on 22 March. Following repairs at the Mare Island Navy Yard, she sortied on the 31st as part of the screen for Hawaii-bound convoy 2054.

Reaching Pearl Harbor on 12 April, *Aylwin* returned to sea on the 15th with TF 11. En route to the South Pacific on the 18th, *Lexington* flew off a squadron of 14 Marine Brewster F2A-3's (the reconstituted VMF-211) to Palmyra Island.

Meanwhile, intelligence reported a substantial enemy movement toward New Guinea and Australia, probably aimed at strategic Port Moresby. Accordingly, on 26 April, *Lexington* and her screen received orders to rendezvous with TF 17 on 1 May. When they met that morning, the two forces came under the latter's commander, Rear Admiral Frank Jack Fletcher, in *Yorktown*. *Aylwin* was assigned to *Lexington*'s plane guard.

The next few days passed quietly until, about two hours after securing from usual dawn general quarters alert on 7 May, *Aylwin* received word that an enemy force of two carriers and four cruisers was some 200 miles distant. At 0955, *Aylwin* observed *Lexington* launch fighters and torpedo planes for the attack. Shortly thereafter, *Yorktown*'s aircraft also took to the air.

The American planes sank the Japanese light carrier *Shoho*, but did not touch the other enemy carriers—Pearl Harbor veterans *Zuikaku* and *Shokaku*. Three of their planes which hunted fruitlessly for the American task force entered *Yorktown*'s landing circle at 1910, but anti-aircraft fire knocked down one and forced the other two away.

Other Japanese planes, though, acting on an erroneous sighting of a carrier and cruiser, dispatched the oiler *Neosho* and destroyer *Sims* (DD-409). At 0114 on the 8th, *Monaghan* received orders to leave the disposition and search for survivors of the two ill-fated ships.

Later that morning, *Lexington*'s radar picked up an aircraft contact 18 miles distant, while American scouts almost simultaneously picked up the scent of the enemy's two carriers, four cruisers, and three destroyers. Soon thereafter, the enemy character of that force established definitely, *Yorktown* and *Lexington* launched their strike forces at 0900 and 0905, respectively.

Meanwhile, *Aylwin* had been at general quarters since 0844 and, when enemy planes were reported closing two hours later, took station between the heavy cruisers *Chester* and *New Orleans* (CA-32), 3,000 yards from *Yorktown*. She maintained that position during the ensuing battle, conforming her movements to those of *Yorktown*. She fired 150 rounds of 5-inch ammunition and 950 rounds of 20-millimeter fighting the enemy planes.

Other ships were not so fortunate. *Yorktown* had been damaged, as had *Lexington*, the latter fatally. After an SBD-3 of Scouting Squadron (VS) 5 (*Yorktown*) ditched near *Aylwin*, the destroyer altered course to pick up the pilot, Ens. J. H. Jorgenson, USNR, and his rear-seat man, Radioman 3d Class A. W. Brunetti.

Steaming through an oily wake caused by fuel spilling from a ruptured tank in *Lexington*, *Aylwin* observed smoke issuing from the wounded carrier's starboard quarter as she rejoined the formation at 1405. At about the same time, returning American aircraft drew fire from jittery gunners in some of the ships of the screen before their "friendly" character was established.

Lexington, rocked by internal explosions and ravaged by uncontrollable fires, ultimately had to be sunk by American torpedoes. Soon thereafter, the task force retired from the scene of battle toward the Tonga Islands. While alongside *New Orleans* to refuel two days later, *Aylwin* rigged breeches buoys forward and aft, and took on board 37 officers and 92 enlisted men from *Lexington* and one *Yorktown* pilot, Lt. (jg.) E. S. McCuskey, of VF-42, who would later become an "ace" in the Battle of Midway. That task completed, the destroyer cast off and resumed her screening duties.

On the morning of 15 May, *Aylwin* drew alongside *Yorktown* and transferred charts of the Tonga Islands to the carrier. Less than an hour later, while the carrier's planes flew protective cover, TF 17 entered Nukualofa Harbor, Tongatabu, where *Ayl-*

win transferred her passengers to *Portland* while fueling from the heavy cruiser. She then served as channel entrance guard until relieved by *Anderson* (DD-411) the following day.

In turn relieving *Hammann* (DD-412) on the morning of the 17th, *Aylwin* patrolled off the entrance to the harbor during the sortie of TF 17 from Nukualofa and then joined *Astoria* (CA-34) in escorting transport *Barnett* (AP-11)—carrying *Lexington* survivors gathered from all rescue ships of the task force—on the first leg of her voyage back to the west coast of the United States. Later that day, after *Barnett* suffered an engine casualty, *Aylwin* remained with the transport until she completed the repairs. Six days later, TF 17 reached Pearl Harbor.

The following day, 28 May, *Aylwin* got underway to sortie in the screen of *Enterprise* and *Hornet* (CV-8) as those carriers proceeded to waters north of Midway to lie in ambush for a Japanese armada heading for that important atoll. While the task force steamed northwestward in the days that followed, the ships in its screen fired their guns against 5-inch bursts which in turn had been fired to simulate all varieties of air attack—dive-bombing and torpedo-bombing included. As the ships neared the optimistically named “Point Luck,” the pace of training slowed to one of watchful waiting. Then, after a day or so of “sparring,” the contest began in earnest on 4 June, as Midway’s radar picked up the approaching enemy.

Enterprise and *Hornet* launched strikes as did *Yorktown*—almost miraculously repaired after being severely damaged during the battle of the Coral Sea. The torpedo planes from the American carriers suffered grievous losses from Japanese flak and fighters, but dive bombers from *Yorktown* and *Enterprise* fared better, dropping lethal loads of bombs on *Akagi*, *Kaga*, and *Soryu* that turned all three into burning and exploding cauldrons.

The Japanese planes managed to locate TF 17 and launched a determined attack that stopped *Yorktown* dead in the water. That carrier’s crew managed to get her underway again, but a second Japanese attack hit her again, causing her abandonment. Later that day, American carrier-based planes sent the fourth Japanese carrier, *Hiryu*, to a watery grave. A Japanese submarine subsequently caught *Yorktown* while she was being salvaged and scored fatal torpedo hits.

The Battle of Midway stopped Japan’s thrust across the Pacific and cost her four irreplaceable carriers and many trained sailors and airmen. Allied prospects in that part of the world brightened after the Battle of the Coral Sea and began to glare after Midway.

On 11 June, *Aylwin* broke off from Hawaii-bound TF 16 to escort oiler *Kaskaskia* (AO-27) northward toward the Aleutian Islands to fuel the warships of TF 8. Over the next five days, the two ships proceeded through foggy and rainy weather until meeting *Humphries* (DD-236) and *Gilmer* (DD-233) on 16 June. *Aylwin* screened while the older “flush-deckers” fueled from *Kaskaskia*.

The following day, *Aylwin* joined TF 8—which included heavy cruiser *Louisville* (CA-28), three light cruisers, and six destroyers—for operations in the inhospitable northern waters. But for two escort runs to Women’s Bay, Kodiak Island, Alaska, she worked with that task force until getting underway on 10 July to escort *Kaskaskia* back to the Hawaiian Islands. On the 13th, the oiler transferred her, remaining fuel to *Guadalupe* (AO-32) and the two ships reached Oahu four days later. The destroyer spent the remainder of July in the Pearl Harbor Navy Yard undergoing repairs.

Meanwhile, enemy message traffic indicated that Japan was building an airfield on Guadalcanal in the Solomon Islands. Such an installation would pose an unacceptable threat to Allied shipping from the United States to Australia and New Zealand. Accordingly, the target of an Allied thrust into the South Pacific was shifted from the Santa Cruz Islands to Guadalcanal.

As the forces gathered in the South Pacific to launch the first Allied offensive of the war and headed toward their objective, *Aylwin* completed her post-repair trials and then departed Pearl Harbor on 2 August to screen the escort carrier *Long Island* (AVG-1) which had embarked the marine air units earmarked to operate from the airfield on Guadalcanal after its capture. The planes, Douglas SBD-3’s of VMSB-232 under Major Richard C. Mangrum and Grumman F4F-4’s of VMF-232 under Major John L. Smith, USMC (who would later win a Medal of Honor on Guadalcanal), came under the forward echelon of Marine Aircraft Group (MAG) 23, under the group executive officer, Lieutenant Colonel Charles L. Fike, USMC.

On 7 August, as *Aylwin* and her charge headed across the Pacific, the marines of the 1st Marine Division splashed ashore on Guadalcanal, Tulagi, and Gavutu. On that day, the officers and men in *Aylwin* and *Long Island* conducted the festivities traditional to crossing the equator.

Meanwhile, the invasion proceeded well; the marines secured a beachhead on Guadalcanal by late on the 7th; Tulagi and Gavutu, defended to the death, held out until early on the 8th. That night, however, a Japanese cruiser force destroyed four Allied heavy cruisers and damaged a fifth in the Battle of Savo Island. That news, combined with the withdrawal of the three carriers supporting “Watchtower,” prompted orders on the 10th for *Aylwin* and her charge to put into Suva, Fiji, to fuel and there await further instructions.

Aylwin and *Long Island* reached Suva on 13 August, covered on the last leg of their voyage by a PBY flying boat. The “further orders” came soon enough, directing the destroyer and the carrier to the New Hebrides. They arrived at Fila Harbor, Efate, during the forenoon watch on 17 August. Reaching Mele Bay, Efate, on the 17th, the ships soon received their new sailing directions. On the following afternoon, *Aylwin*, *Dale* (DD-353), and *Helena* (CL-50) got underway to screen *Long Island* during the carrier’s passage to Guadalcanal. Then, on the afternoon of the 20th, *Long Island* reached her “flying off” point, and catapulted off the 19 F4F-4’s and 12 SBD-3’s, 200 miles southeast of Guadalcanal. The timely arrival of *Long Island*’s charges at Henderson Field provided the marines with the air support they so desperately needed in those early days of Operation “Watchtower” and not a day too soon.

Two days later, the little squadron arrived back at Efate, where *Cimarron* (AO-22) replenished *Aylwin*’s thirsty fuel bunkers. Over the ensuing days, the destroyer conducted offshore patrols at Efate before receiving orders on 30 August to escort *Long Island* to Espiritu Santo to embark survivors of the sunken destroyer *Tucker* (DD-374)—which had struck a mine while entering Second Channel on 1 August.

After refueling at Pago Pago, Samoa, on 6 September, *Aylwin* met *Conyngham* (DD-371), *Raleigh* (CL-7), and *Wharton* (AP-7) off Canton Island on 11 September and screened the latter as that transport disembarked troops there.

Forming TG 15.4, *Aylwin* and *Conyngham* shepherded *Wharton*, via Suva, toward Noumea before *Aylwin* was directed on the 18th to proceed to Tongatabu to join *North Carolina* (BB-55) for duty and to escort that torpedo-damaged battleship back to Pearl Harbor for repairs. Late on the afternoon of the 30th, she and *Dale* safely reached Hawaiian waters with their charge; and *Aylwin* moored alongside *Dixie* (AD-14) for upkeep.

Aylwin spent most of October training in Hawaiian waters and then escorted a convoy to Espiritu Santo which she reached on 7 November.

Because of Japanese submarine activity in the Santa Cruz Islands, *Aylwin* arrived at Vanikoro Island on the 10th to protect *Ballard* (AVD-10). After protecting that seaplane tender, four days later, she escorted *Ballard* to Vanua Levu to pick up sick Army coastwatchers before returning to Espiritu Santo for fuel from the oiler *Tappahannock* (AO-43).

During a brief patrol out of Espiritu Santo, *Aylwin* developed trouble in her steering engine. Once repaired, the ship conducted channel entrance patrols there, before joining *Russell* (DD-414) in plane guarding *Nassau* (CVE-12) between 19 and 22 November.

After reaching Noumea, *Aylwin* escorted the damaged battleship *South Dakota* (BB-59) from Tongatabu before refueling at Bora Bora, in the Society Islands, on 1 December. The destroyer then steamed to California, passed through the Golden Gate on 10 December, and underwent repairs at the Mare Island Navy Yard into the new year. She departed San Francisco on 8 January 1943, bound for Alaska in company with *Bancroft* (DD-598) and *Dale*, and arrived at Dutch Harbor five days later. Over the next three months, *Aylwin* conducted escort missions in the Aleutians.

Shifting southward, she then worked with *Nassau* during flight training before shifting north to Dutch Harbor to take part in the invasion of Attu. The landings commenced on 11 May 1943 and were covered by the naval forces under Rear Admirals Thomas C. Kincaid and Francis W. Rockwell.

Some two months later, *Aylwin* shelled anti-aircraft gun positions on Kiska on the night of 8 and 9 July. Approaching her target under an overcast sky, she maneuvered into range guided solely by her SG radar. Utilizing director-controlled indirect fire, the destroyer made two passes at that island, firing 46 rounds of

5-inch on the first run and 38 rounds on the second. She subsequently bombarded the enemy's main camp on Kiska on the evening of 2 August, unaware that shortly before—on 28 July—the Japanese had skillfully evacuated their entire force. The ensuing Allied landings on 15 August, found only three dogs left behind.

Departing Adak on 31 August, *Aylwin* steamed to San Francisco and remained in the Bay area through mid-October. Leaving the west coast on the 19th, the destroyer served as part of the screen for the escort carriers *Sangamon* (CVE-26), *Chenango* (CVE-28), and *Suwannee* (CVE-27) as they sailed toward the New Hebrides and arrived at Espiritu Santo on 5 November.

From mid-November through the first week of December 1943, *Aylwin* screened carriers *Sangamon* and *Suwannee* during the operations to capture the Gilbert Islands. Detached on 8 December, she joined *Bailey* (DD-492) in escorting *Maryland* (BB-46) to Pearl Harbor where they arrived on the 14th. She then helped to screen that battleship along with *Tennessee* and *Colorado* to San Francisco which they reached four days before Christmas.

Following repairs at Alameda, Calif., by Union Engineering, Ltd., *Aylwin* picked up a convoy of tank landing ships and motor minesweepers at San Diego to escort to Hawaii. After tarrying at Kauai between 16 and 20 January 1944, she moved on to the Marshalls, reaching Kwajalein on the last day of the month. But for a run to Majuro and back between 8 and 11 February, she served there until shifting to Eniwetok on the 21st to join *Hall* (DD-583), *MacDonough*, and *Monaghan* in delivering fire support that night to soften up defensive works on Parry Island for marines who were about to land there. When released from fire support duty at 0630 on the 22d, she had expended 480 rounds of 5-inch AA common and 20 rounds of white phosphorus.

The destroyer then reported to Commander, Southern Screen, for duty. Steaming back to Kwajalein on 26 February, *Aylwin* patrolled off Eniwetok and Majuro through mid-March as mop-up operations continued at those places. Assigned next to TG 58.2, including *Bunker Hill* (CV-17), *Hornet* (CV-12), *Monterey* (CVL-26), and *Cabot* (CVL-23), *Aylwin* screened those carriers as they carried out strikes intended to reduce Japanese airpower in the Central Pacific. On 30 March, the Fast Carrier Task Force commenced intensive bombing of Japanese airfields, shipping, fleet servicing facilities, and other installations in the Carolines, continuing the raids until 1 April. *Aylwin* helped to drive off snooping enemy planes during the approach of the carriers on the 29th and 30th and, at 1343 on the latter day, sighted a damaged Curtiss SB2C "Helldiver" from *Bunker Hill's* air group ditch a short way off. The destroyer altered course and soon thereafter picked up the pilot and his radioman.

Returning to Majuro to replenish, *Aylwin* sortied once more on 13 April in the screen of Rear Admiral Alfred E. Montgomery's TG 58.2, bound for waters off New Guinea to support Army landings at Aitape, Tanahmerah Bay, and Humboldt Bay, from D-1 Day (21 April) through the 24th. The establishment of these beachheads in New Guinea demonstrated the capability of American carrier-based air power to provide ample air support for military operations far beyond the range of the nearest friendly land-based planes. Planes from the ships that *Aylwin* screened pounded Hollandia's airfield, beach and supply areas, and coastal defenses on the 21st, and maintained a heavy schedule of pre-invasion strikes that denied the enemy use of the Hollandia airfield. *Aylwin* returned to Majuro on 4 May for tender repairs alongside *Prairie* (AD-15) which ended on the 21st.

After screening *Bunker Hill* and *Cabot* during training in late May and early June, the veteran destroyer departed Majuro on 6 June bound for the Marianas in company with TF 58. On the 12th, the planes from the carriers bombed enemy air facilities and coast defenses in the Marianas and damaged two Japanese convoys. The overpowering attack smothered Japanese air opposition—the initial fighter sweep from TF 58's fighters destroying 124 planes at the cost of 11 "Hellcats." The strikes continued in ensuing days to prepare for the landings on Saipan, slated for 15 June.

On the 13th, *Aylwin* was part of the Northern Bombardment Unit (TU 58.7.2) which shelled defense positions on the northern coast of Saipan and also served in the antisubmarine screen for the battleships *Alabama* (BB-60) and *South Dakota*. When the shelling ended at 1715, she rejoined the carriers and guarded them as they refueled the next day. During that operation, the destroyer received orders to rescue a pair of *Bunker Hill* aviators and, less than an hour later, picked up Ens. G. W.

Snediker, USNR, and Aviation Radioman 3d Class R. E. Lincoln, USNR. The destroyer made another rescue on the 16th while covering the cruiser bombardment of Guam when a plane piloted by Ens. F. P. Kleffner, USNR, crashed 1800 yards astern.

On the 17th, *Aylwin* was ordered to help screen the transports, and she missed the Battle of the Philippine Sea on the 19th and 20th which almost wiped out Japanese carrier-based aviation. *Aylwin* next proceeded to Eniwetok where she arrived on 28 June for a fortnight's upkeep.

The Pacific Fleet next went after Guam, which had been under Japanese control since the second day of the war. *Aylwin* screened *Wichita* (CA-45) and *St. Louis* (CL-49) as those cruisers shelled enemy installations ashore on 18 and 19 July before taking part in a bombardment of the northern shores of Guam, concentrating her fire on Japanese defensive positions near Asan Beach.

At the outset of the mission, *Dewey* and two LCI's provided harassing fire into that area. Later, *Minneapolis* (CA-36) and *Dewey* stood in close to the beach, lying close to Adelup Point and covered the night beach obstruction demolition work of underwater demolition teams (UDT's), screened to seaward by *Aylwin*, *Dale*, and *Dickerson* (APD-21).

Aylwin relieved *Dewey* on station at 0130 on 21 July, closed in to 1500 yards off Asan Beach, and carried out harassing fire, maintaining a systematic 5-inch and automatic weapons fire while illuminating the area with starshell. *Dale* in turn relieved *Aylwin* on station at 0330 and continued the harassment of the enemy ashore. *Minneapolis* and the LCI's remained in the vicinity the entire night.

Relieved at 0530, *Aylwin* and her colleagues retired to the transport screen northwest of Orote Point and Agana Bay. On 25 and 26 July, the destroyer screened a cruiser bombardment of Rota Island and departed the area on the 30th, bound for Eniwetok on the first leg of a voyage home. *Aylwin* stopped at Pearl Harbor from 9 to 11 August and reached Bremerton, Wash., on the 17th for an overhaul.

Completing overhaul and post-repair trials, the ship headed down the coast in company with *Colorado* (BB-46) and *Farragut*, reached San Pedro on 10 October, and set out for Hawaii the next day. Making port at Pearl Harbor on 18 October, *Aylwin* then trained in Hawaiian waters until 11 November, when she sailed for the western Pacific in company with *Baltimore* (CA-68), *San Juan* (CL-54), and three destroyers. She reached Ulithi, in the Western Carolines, on 21 November and operated between that port and the Philippines into the first week of December 1944, screening replenishment groups supporting operations in the Philippines.

On 10 December, *Aylwin*—flagship of Commander TG 30.8 (a replenishment group), Capt. Jasper Acuff—left Ulithi as the 3d Fleet put to sea to continue its support of the efforts to wrest the Philippines from the Japanese. Three days later, *Aylwin* and her charges rendezvoused with TF 38 and, upon completion of fueling operations early the following afternoon, cleared the area.

On the morning of the 17th, TG 30.8 joined TF 38 and again commenced fueling. However, the weather soon began growing worse as a severe storm swirled into the Philippine Sea. The rising winds and mountainous seas forced the fleet to cease fueling, leaving many ships with depleted tanks, some improperly ballasted for the coming "blow."

Aylwin's commanding officer, Lt. Comdr. William K. Rogers, prudently ordered all preparations made to enable his ship to be ready to meet the typhoon which was approaching the 3d Fleet. At 1700, he ordered the ship ballasted to compensate for the lack of fuel in the ship and had all ready ammunition and moveable topside equipment struck below.

At 0245 on the 18th, when *Aylwin* temporarily lost electrical power and steering control, she shifted to hand steering in an effort to rejoin the formation. Soon thereafter, she began to roll violently. With the ship "buttoned up" as much as practicable, *Aylwin* proceeded on through the nightmarish weather, the banshee-like wind screaming through the rigging. When the fleet changed course, *Aylwin* slipped into the trough of the waves, and no combination of engines and rudder could maintain steering control as she wallowed at the mercy of the tempest.

After *Aylwin* rolled 70 degrees to port for the first time, Lt. Comdr. Rogers ordered her engines stopped. The ship hung there for an eternal 15 seconds before slowly righting herself. An attempt to get underway revealed that any forward movement of the ship increased the roll. After a second 70-degree, roll

occurred, the ship only righted herself to 60 degrees. For the next 20 minutes, the typhoon lashed at *Aylwin* with her full fury, often pushing the ship over to rolls that varied between 30 and 70 degrees.

As the sea continued its destructive work, tearing loose the whaleboat and its davits, *Aylwin* continued to struggle for survival. At 1245, Machinists Mate 1st Class Sarenski was swept overboard; followed 10 minutes later by the chief engineer, Lt. E. R. Rendahl, USNR. Neither was rescued.

At 1330, the engine-room ventilators failed. Now denied fresh air, the engine room became an oven as its temperature shot up to 180 degrees, forcing its abandonment. For the next six hours, *Aylwin* doggedly hung on, fighting the raging sea for her life. As if the fury of the storm without were not enough, a leak in the engine room at 1930 drew all pumps into action. Eventually the inrush of water was brought under control just as it crept up above the floorplates. The sloshing of this water further reduced the ship's already "tender" stability.

Each man in *Aylwin* fought the fear that the ship would turn turtle—each roll could be deeper; each might be the last. Every sailor hoped and prayed to be delivered from the typhoon; and, providentially, *Aylwin* did survive Neptune's onslaught.

However, other ships had not fared so well. The storm claimed *Hull*, *Monaghan*, and *Spence* (DD-512), each with heavy loss of life. Seventeen other ships suffered varying degrees of damage in the storm.

Her flooding under control, *Aylwin* arrived at Ulithi three days before Christmas. There, she received repairs alongside *Markab* (AD-21) that lasted into January 1945. While at Ulithi, *Aylwin* conducted a brief patrol of the harbor after an explosion in *Mazama* (AE-12)—believed to have been caused by a submarine torpedo—but found no evidence of submarine activity.

The destroyer continued her operations as screen for replenishment groups into February of 1945. As part of the screen of TG 50.8, she—together with *Crowley* (DE-303), *Weaver* (DE-741), *Suamico* (AO-49), *Shasta* (AE-6), and *Wrangell* (AE-12) reached Iwo Jima on 21 February. She then began protecting the transports. On 23 February, *Aylwin* was assigned to TF 54, the fire support group, and relieved *Tuscaloosa* (CA-37) in fire support sector I.

By that time, marines had occupied the southern section of Iwo Jima and were advancing to the north against stiff enemy opposition. On 23 and 24 February, *Aylwin* fired close support, expending 330 rounds of 5-inch, neutralizing enemy-held positions on call, before she left Iwo Jima on the 25th for a fueling rendezvous en route back to Ulithi where she arrived on the 28th.

During the first phase of the invasion of Okinawa, *Aylwin* operated between Kerama Retto and Ulithi. In early April, she endured her second typhoon on 5 June 1945. Although much less destructive than the first, this storm caused Lt. Comdr. Rogers to report: "with the present sea-keeping and stability characteristics, the *Farragut*-class destroyers are unable to adequately cope with severe typhoon conditions."

Aylwin rendezvoused with the storm-damaged *Pittsburgh* (CA-72) which had lost her bow in this tempest, joining that cruiser late in the afternoon. She subsequently searched unsuccessfully for the damaged warship's severed bow before putting into Apra Harbor, Guam, on 10 June for repairs lasting until 6 July.

On that day she got underway to return to the Carolines and reached Ulithi on the next. She sortied on the 10th as an escort for Convoy UOK-39 and safely saw her 41 charges to Okinawa.

After returning to Ulithi with another convoy, *Aylwin* began steaming off the anchorage on picket station B-6 at 1640 on 3 August. The next morning at 0306, while on station, she received orders to proceed to latitude 11°45' north, longitude 133°35' east, to search for survivors of the torpedoed *Indianapolis*. *Aylwin* accordingly broke off her patrol, raced to the scene of the disaster, and searched her assigned area. However, by that time, the sea had claimed many of the survivors. The destroyer located and examined three bodies, removing all identification materials and fingerprinting them before burying them at sea. She also found and brought on board two aircraft-type rubber rafts and an empty floater net. At 0525 on 6 August, she headed back to Ulithi.

Underway again on 13 August, *Aylwin* escorted a convoy of troopships to the Marianas, reaching Apra Harbor on 14 August. When Japan capitulated the following day, *Aylwin* was at Apra Harbor.

Three days later, the destroyers got underway for the Hawaiian Islands, in company with *MacDonough* and *Rudyard Bay* (CVE-81), and reached Pearl Harbor soon thereafter. On 27 August, *Aylwin* embarked four officers and 50 enlisted men at that port for passage to the west coast and, the following day, sailed for the California coast. The veteran destroyer disembarked her passengers at San Diego and, after tarrying there from 3 to 11 September, got underway for Panama and the east coast of the United States.

Transiting the canal for the last time on 20 September, *Aylwin* reached New York City on 25 September. Decommissioned at the New York Navy Yard on 16 October 1945, *Aylwin* was struck from the Navy list on 1 November 1945. Stripped for disposal, her hulk was sold and delivered to George N. Nutman, Inc., of Brooklyn, N.Y., on 20 December 1946 and cut up for scrap by 2 September 1948.

Aylwin (DD-355) received 13 battle stars for her World War II service.

IV

(DE-1081: dp. 3,963; l. 438'; b. 47'; dr. 25'; s. 27 k.; cpl. 245; a. 1 5", 4 12.75" tt., ASROC, Sea Sparrow; cl. *Knox*)

The fourth *Aylwin* (DE-1081) was laid down on 13 November 1969 at Westwego, La., by the Avondale Shipyard, Inc.; launched on 29 August 1970; sponsored by Mrs. Charles K. Duncan; and commissioned on 18 September 1971 at the Boston Naval Shipyard, Comdr. Dan E. Fenn in command.

Early in December, the destroyer escort sailed for her home port, Norfolk, Va., and arrived there on 10 December. After spending the holidays in port, *Aylwin* headed for Guantanamo Bay, Cuba, for shakedown training. While en route, *Aylwin* stopped at Andros Island, Bahamas, for weapons testing. Arriving at Guantanamo Bay on 24 January 1972, the ship began four weeks of intensive training. She visited Santo Domingo for a liberty call before returning to Norfolk for post-shakedown availability. Late in October, the vessel participated in LAN-TREDEX 2-72 and then made final preparations for her first overseas deployment. On 1 December, *Aylwin* departed Norfolk to join the 6th Fleet in the Mediterranean. Her first stop was at El Ferrol, Spain. Departing that port on 13 December, she transited the Strait of Gibraltar and proceeded to Athens, Greece, where she spent the holiday season.

On 6 January 1973, *Aylwin* got underway for antisubmarine warfare (ASW) operations to be held in the eastern Mediterranean in conjunction with Task Force (TF) 60. The ship pulled in to Golfe Juan, France, on 17 January, then continued on to Gibraltar. Next came ASW operations in the eastern Mediterranean followed by a visit to Naples, Italy, for a two-week tender availability. The destroyer escort then visited Dubrovnik, Yugoslavia. On 17 February, she participated in NATO Exercise "National Week," held in conjunction with British, Italian, and Turkish warships. She arrived at Alanya, Turkey, on 28 February and then stopped at Athens; La Maddalena, Italy; Alicante, Barcelona, and Valencia, Spain; Tunis, Tunisia; Villefranche, Cannes, and Toulon, France; and Gibraltar. On 20 June, *Aylwin* got underway once more for the United States. She paused at the Naval Weapons Station, Yorktown, Va., on 27 June, to unload her weapons and returned to Norfolk the next day ending an absence of seven months. The ship was drydocked from 19 July to 20 August. She received the light air multi-purpose system (LAMPS) modification during a yard period lasting through 26 October. A tender availability came in November, and December found the ship in a standdown period.

The destroyer escort sailed on 19 February 1974 for refresher training at Guantanamo Bay. While there, she took part in ASW exercises in addition to testing her new LAMPS equipment. She returned to Norfolk on 27 April to make final preparations for her second overseas deployment. On 17 June, *Aylwin* set sail for the Mideast and the Indian Ocean. Her first stop was Roosevelt Roads, Puerto Rico, where she held gunnery exercises. She then proceeded to Trinidad for a refueling stop. *Aylwin* next put in to Recife, Brazil, for a brief liberty period.

She got underway again on the 28th to cross the Atlantic and arrived at Freetown, Sierra Leone, on 2 July. *Aylwin's* next stop was Luanda, Angola. Her visit there was curtailed by an outbreak of violence associated with that country's bid for independence from Portugal. The vessel weighed anchor on 13 July, sailed around the Cape of Good Hope, and entered the Indian



Aylwin (FF-1081), underway circa 1978. (USN 1173470)

Ocean. *Aylwin* arrived in Port Louis, Mauritius, on 26 July, and continued on to Reunion Island on 31 July. Her next stop was Moroni, Great Comoro Island. On 6 August, she arrived at Mombasa, Kenya. The destroyer escort got underway again on the 17th and spent the next two months patrolling the Gulf of Aden, the Red Sea, and the Persian Gulf. She made brief stops at Djibouti, Afars and Issas; Masirah, Oman; Bahrain; Bandar Abbas, Iran; and Massawa, Ethiopia.

After final calls at Mombasa and Port Louis, *Aylwin* sailed on 8 November to return to the United States. She retraced her earlier course and made stops at Recife, Brazil, and Roosevelt Roads before reaching Norfolk on 13 December.

The ship returned to sea in mid-February 1975 with a series of exercises in the Virginia capes area. On 17 March, she sailed from Norfolk, bound for the Narragansett Bay operating area to conduct a LAMPS test. During the cruise, she visited New York City and Albany, N.Y., before returning to Norfolk on 28 March. The next two months were occupied by a series of inspections. On 12 June, *Aylwin* sailed for Newport, R.I., to conduct a midshipman training cruise. While on this assignment, *Aylwin* was officially reclassified a frigate and redesignated FF-1081 on 1 July. She returned to Norfolk on 3 July. The ship sailed on 7 August for Guantanamo Bay and the fleet exercise CARIBEX. The next day, she experienced mechanical difficulties and proceeded to the Charleston Naval Shipyard for repairs. After two more attempts to sail to the Caribbean, *Aylwin* turned back to Norfolk on 27 August. After a month of repairs and preparations, the frigate sailed on 3 October for the Mediterranean. She reached Rota, Spain, on 13 October and was scheduled to take part in exercises. However, a boiler problem necessitated a run to Naples, Italy, for a two-week availability alongside *Piedmont* (AD-17). With the repairs completed, *Aylwin* set sail for Toulon, France, on 2 November to join NATO forces in Exercise "Isle d'Or." Following this operation, *Aylwin* arrived in Palermo, Sicily, on 20 November. Additional visits were made at Athens, Greece; Souda Bay, Crete; and Kusadasi, Turkey. *Aylwin* returned to Naples on 22 December 1975 for the Christmas holidays.

On 7 January 1976, *Aylwin* got underway with Task Group (TG) 60.1 for ASW exercises. She then sailed to the ports of Piraeus, Greece; Souda Bay; Bodrum, Turkey; Catania, Sicily; Valencia, Spain; Palma, Majorca; and Gaeta and Genoa, Italy. *Aylwin* briefly stopped once again at Rota on 17 April, then left the Mediterranean, bound for Norfolk where she spent May and early June in leave and upkeep. A week of ASW exercises came in mid-June. On 26 July, *Aylwin* proceeded to Philadelphia, Pa., where she entered drydock at the naval shipyard on 8 August for overhaul.

The frigate departed Philadelphia on 6 June 1977 and steamed to her new home port, Charleston, S.C. There, she became a unit of Destroyer Squadron 20. During the next six weeks, *Aylwin* conducted local operations; and, on 18 July, she headed for the Caribbean and refresher training. She was back in Charles-

ton on 20 September and spent the rest of the year in training exercises and inspections.

Aylwin put to sea on 3 January 1978 to provide *Sand Lance* (SSN-660) and *Sturgeon* (SSN-637) services as a target as those submarines sharpened their hunting skills. The next day, she was directed to proceed to the Key West, Fla., area to conduct surveillance operations and relieve *Robert A. Owens* (DD-827). She finished these duties on 10 January and arrived back at Charleston on the 11th. The next three months were devoted to local operations and preparations for overseas movement. *Aylwin* rendezvoused with other units of Cruiser-Destroyer Group 12 off Bermuda on 7 April and sailed across the Atlantic to Malaga, Spain. A series of ASW exercises followed; and, on 29 April, the frigate moored alongside *Howard W. Gilmore* (AS-16) at La Maddalena, Sardinia, for an availability. On 14 May, *Aylwin* put to sea, bound for Souda Bay. There, she joined NATO forces for Exercise "Dawn Patrol." Following that operation, the ship anchored at Skiathos, Greece, on 1 June. Her other ports of call during the cruise were Barcelona, Spain; Golfo di Palmas, Sardinia; and St. Tropez and Toulon, France. The last exercise of the deployment was Exercise "Display Determination," which lasted from 26 September to 8 October. Following a final stop at Malaga, *Aylwin* set sail on 14 October for Charleston. She arrived at her home port 11 days later and spent the remainder of 1978 there undergoing upkeep.

The ship devoted January and February 1979 to training and inspection and, on 26 February, began a restricted availability. She got underway again on 6 April for a dependents' cruise and, 10 days later, proceeded to Puerto Rico for refresher training. From 1 to 8 May, *Aylwin* took part in SUBASWEX 3-79. After completing this exercise, she sailed to New York City for the celebration of Armed Forces Week. The frigate returned to Charleston late in May and commenced a series of tests and inspections prior to beginning her next overseas deployment.

On 1 August, *Aylwin* got underway for another Mideast cruise. She made refueling stops at Bermuda and Ponta del Gada before reaching Rota on 11 August. From Rota, she headed to Malaga and then continued eastward. She passed through the Suez Canal on 19 August and arrived in Jidda, Saudi Arabia, on the 22d. She moved south on 1 September to the Gulf of Aden, thence steamed around the Arabian peninsula and through the Strait of Hormuz to reach Bahrain. The frigate got underway on the 4th to operate in the Persian Gulf and pulled into Dammam, Saudi Arabia, on 16 September for two days of liberty. *Aylwin* took part in a joint exercise with Saudi forces, then stopped at Bahrain for refueling. She proceeded to the Seychelles Islands on 8 October, but her stay was shortened by civil unrest. On 13 October, *Aylwin* sailed for Djibouti. From there, she headed into the Gulf of Aden to conduct an exercise with warships of the French Navy on 22 October.

Aylwin steamed eastward and then north around the Arabian peninsula to pass through the Strait of Hormuz, where she par-

ticipated in an exercise with naval forces from Oman. The frigate then sailed to Bahrain for a two-week upkeep period. That respite ended abruptly on 4 November when she got underway only two hours after learning that militant Iranian students had stormed into the United States embassy in Tehran and made captives of American diplomatic and military personnel. The frigate headed back into the Persian Gulf for surveillance and patrol duties that lasted until 9 December. On that day, *Aylwin* began the long voyage home. She paused at Djibouti to refuel, then sailed north, transited the Suez Canal, and continued across the Mediterranean to Rota, Spain, where she arrived on 23 December. After celebrating Christmas in that Spanish port, *Aylwin* sailed for Charleston on 28 December 1979. Following a stormy Atlantic crossing, she stood into Charleston, S.C., on 7 January 1980.

The frigate completed post-deployment standdown on 6 February and spent the next two weeks making minor repairs. On the 19th, *Aylwin* returned to sea to conduct drills with Atlantic Fleet submarines. She carried out such routine training missions along the eastern seaboard until the end of April. On the 28th, the warship departed Charleston and set course for Brooklyn, N.Y., where she entered the yard at the Coastal Drydock & Repair Corp. for a major overhaul. The repairs—which included major work to her main propulsion plant, a period in drydock, and many lesser modifications—lasted a year almost exactly. She conducted sea trials on 29 and 30 April 1981 and returned to Charleston on 3 May 1981.

Soon thereafter, *Aylwin* embarked upon a lengthy period of operations out of Charleston. Those operations consisted of a series of exercises preparatory to certification in the operation of her propulsion system and of her varied ordnance systems. Refresher training in the West Indies followed qualification preparations early in September. The frigate concluded refresher training late in October and reentered her home port on the 25th. Duty out of Charleston continued through the end of 1981 into February of 1982. Late in February, *Aylwin* suffered damage to her high pressure turbine that interrupted her training schedule until mid-April. The warship resumed exercises on 12 April with READEX 5-82 in preparation for a deployment to the Mediterranean planned for June.

On 8 June 1982, the frigate steamed out of Charleston on her way across the Atlantic. In spite of damage she suffered in a collision with *Seattle* (AOE-3) during an underway refueling operation, *Aylwin* continued on to Rota, Spain, and arrived there on the 19th. She entered the Mediterranean Sea on the 20th and joined a carrier task group built around *Forrestal* (CV-59). The warship's arrival in the Mediterranean came in the immediate aftermath of the 6 June Israeli drive into Lebanon against the Palestine Liberation Organization (PLO) based there. Serious though conditions in Lebanon were, *Aylwin* carried out normal 6th Fleet operations, including a freedom of navigation mission across Libyan president Muammar Qaddafi's "Line of Death" into the Gulf of Sidra, until the latter part of August. By then, American diplomat Philip Habib had defused the situation in Lebanon by extracting an agreement from the contending parties which called for the departure of the PLO from Lebanese soil. *Aylwin* served as escort for two of the merchant ships providing transportation. On 21 and 22 August, she convoyed the Greek ship *SS Sol Georgis* from Beirut to Cyprus with the first contingent of PLO evacuees. Returning to Beirut on the 23d, the frigate shepherded *SS Alkyon* thence through the Suez Canal to Aden where the ships arrived on 29 August. Reversing course that same day, *Aylwin* retransited the canal and headed for a liberty call at Palma de Mallorca, Spain.

The warship put to sea again on 14 September to conduct antisubmarine warfare (ASW) exercises in the western Mediterranean. That same day, the Lebanese president-elect Bashir Gemayel lost his life to assassins. That event and the massacres it sparked prompted France, Italy, and the United States to reconstitute the multinational force that had overseen the PLO evacuation. As a consequence, *Aylwin* broke off from Operation "Display Determination" and hurried east in company with *Independence* (CV-62) to support the reentry of the multinational force into Lebanon. Except for an 11-day visit to Gaeta, Italy, in mid-October, for repairs and liberty, the frigate patrolled the waters off Lebanon until the middle of November.

Following a liberty call at Pireaus, Greece, between the 18th and the 21st, *Aylwin* headed for the strategic Straits of the Bosphorus and the Dardanelles. Passing through the Straits, she

conducted training evolutions with *William V. Pratt* (DDG-44) in the Black Sea before calling at Istanbul, Turkey, on 26 November. The warship passed through the Straits again on the 28th and conducted operations south of Crete until 7 December when *Connole* (FF-1056) relieved her. *Aylwin* then laid in a course for Rota, Spain, on the first leg of the voyage back to the United States. The stop at Rota took up two days, and, on 12 December, she embarked upon the Atlantic passage in company with 15 other Navy ships. *Aylwin* reached Charleston on 22 December.

For most of the first five months of 1983, the frigate carried out no operational activity. Post-deployment standdown lasted well into January while an extended maintenance period occupied February and the better part of March. On 23 and 24 March, she made an overnight passage from Charleston to Norfolk where she entered the drydock on the 24th. Work on her hull and sonar dome took up the next five weeks after which *Aylwin* returned to Charleston to prepare for a deployment to northern European waters.

On 29 May, she stood out of Charleston on her way to participate in Operation "United Effort/Ocean Safari '83" which included operations in the Baltic Sea. During that tour of duty the warship also made port calls at Portsmouth, England, on two occasions, and at Malmo, Sweden, and Aalborg, Denmark, once each. *Aylwin* returned to Charleston on 25 July and stayed there until the beginning of September. The frigate put to sea again on 2 September and headed south for a four-week assignment in the Caribbean Sea that included calls at a number of tropical ports. Back in Charleston on 4 October, she spent the remainder of 1983 engaged in operations along the east coast.

During the first three months of 1984, *Aylwin* left Charleston only once, as part of a task group built around *Saratoga* (CV-60) to conduct a readiness exercise during the first three weeks of February. Otherwise, she carried out maintenance and repair work that included the removal of her basic point defense surface missile system and its replacement with the phalanx close-in weapons system for antiaircraft defense. Between her return to Charleston from the readiness exercise late in February to the beginning of April, the warship concentrated on preparations for her impending assignment to the 6th Fleet in the Mediterranean Sea. She stood out of Charleston on 2 April in company with *Julius A. Furer* (FFG-6), *Sellers* (DDG-11), and *Semmes* (DDG-18). *Aylwin* and her three traveling companions made the Atlantic passage in 10 days and joined the 6th Fleet on 13 April. In the course of her six-month tour of duty in the Mediterranean, the frigate participated in two NATO exercises, a number of exercises with units of the 6th Fleet, and the ubiquitous independent ASW evolution. She punctuated her training duties with port visits throughout the "middle sea." Relieved by *Elmer Montgomery* (FF-1082) at Tangier, Morocco, *Aylwin* got underway to return home on 24 October.

She arrived back in Charleston on 2 November and, after a somewhat abbreviated leave and upkeep period, entered the Charleston Naval Shipyard on the 26th for a three-month availability that stretched into four. On 8 April 1985, *Aylwin* returned to sea to carry out refresher training in the vicinity of Guantanamo Bay, Cuba. The frigate completed that mission in mid-May and spent a week in Charleston before heading back to the West Indies on 24 May on a midshipman training cruise. She concluded her second cruise to the tropics at Charleston on 12 June and launched into a routine of inspections, upkeep, and minor repairs. During the first part of August, *Aylwin* voyaged to Vieques Island, near Puerto Rico, for shore bombardment drills.

Back in Charleston on 12 August, she began preparations to visit northern European waters and the Baltic Sea. She embarked upon that two-month assignment on 26 August participating in Exercise "Ocean Safari '85" during the Atlantic crossing. After a call at Dublin, Ireland, between 22 and 27 September, the frigate sailed to the Baltic Sea. She stopped at Copenhagen, Denmark, and at Kiel, Germany, before carrying out training operations in the Baltic Sea. *Aylwin* made a final European port visit at Aalborg, Denmark, from 21 to 27 October and then got underway to return to the United States. She arrived back at Charleston on 6 November. *Aylwin* stayed at Charleston through the end of 1985 and for the first month of 1986. She went back to sea on 3 February 1986 to participate in FLEETEX 2-86 as part of the ASW screen for *America* (CV-66).

The frigate returned to Charleston on 25 February and began two weeks of feverish activity preparing for an early deployment

to the Mediterranean Sea. On 10 March, she stood out of Charleston in company with *America* once again and shaped a course for the Strait of Gibraltar. *Aylwin* and her colleagues passed into the Mediterranean on the 19th and became part of the 6th Fleet. Five days later, the warship joined in another freedom of navigation operation near Muamar Qaddafi's so-called "Line of Death." That evolution ended on the 28th, and the frigate followed it up with port visits to the Sicilian ports Taormina and Catania. She then conducted ASW operations south of Malta until 13 April when she rejoined *America*'s screen. *Aylwin* provided antiaircraft and antisubmarine protection for *America* while the carrier's air group combined with Air Force bombers to strike targets in Libya in retaliation for apparent Libyan involvement in terrorist attacks carried out against United States' citizens.

The latest Libyan interlude ended on 27 April and, after another port call at Taormina, the frigate resumed more conventional 6th Fleet activities. In the ensuing weeks, she took part in two major exercises, and her crew enjoyed liberty in a number of ports. *Aylwin* completed turnover formalities at Tangier, Morocco, once again and got underway for the United States on 31 August. The warship reentered Charleston on 10 September. Except for two brief periods underway in December, she spent the rest of 1986 in port. As of the beginning of 1987, *Aylwin* was at Charleston.

Azalea

Any of a large group of shrubs cultivated for their bountiful blossoms of widely varied colors.

I

(ScTug: t. 176; l. 110'; b. 21'6"; dph. 8'3"; dr. 10'; s. 10 k.; cpl. 42; a. 1 30-pdr. P.r., 1 20-pdr. D.r.)

The first *Azalea*—a wooden-hulled, screw tug built at Boston by McKay and Aldus—was purchased by the Navy upon her completion on 31 March 1864. After her fitting out at the Boston Navy Yard, the tug was placed in commission on 7 June 1864, Acting Master Frederick W. Strong in command.

Assigned to the South Atlantic Blockading Squadron, the new tug arrived off the bar outside Charleston, S.C., on 17 June 1864 and immediately took station in the outer cordon of Union warships striving to seal off that major port which, as the birthplace of secession, held great symbolic significance for the Confederacy in addition to its substantial strategic value. The highlight of this duty—which she performed until March 1865—came half an hour before midnight on 8 July 1864 when her boats joined those of the tug *Sweet Brier* in boarding and taking possession of the blockade-running "... schooner *Pocahontas*, of and from Charleston, S.C., bound to Nassau, New Providence ..." with a cargo of cotton and tobacco.

From time to time during her ensuing months off Charleston, *Azalea* had brushes with blockade runners which were attempting to enter or leave port, but she did not score again before she retired to Port Royal, S.C., just before the arrival of spring. When this work had been completed, late in March 1865, she headed for waters near Savannah, Ga., and was on duty in Ossabaw Sound by 1 April. By this time, the Confederacy was collapsing. Lee's army evacuated Richmond and Confederate President Jefferson Davis and his cabinet retired into the deep South in the hope of continuing the struggle. However, Lee surrendered the Army of Northern Virginia on the 9th and General Joseph E. Johnston realized that his army, the only significant body of Confederate troops left in the field, could not prevail. On the 25th, Gen. William T. Sherman informed Rear Admiral John A. Dahlgren that he expected Johnston to surrender the next day and asked the commander of the South Atlantic Blockading Squadron to "... watch the east coast and send word round to the west coast ..." lest Davis and his cabinet escape to Cuba.

Azalea was one of the nine steamers that Dahlgren promptly sent to sea to intercept the former Southern chief of state. However, Union cavalrymen captured Davis at Irwinville, Ga., on 10 May; and *Azalea* returned to Port Royal 15 May.

Nevertheless, the war was not yet quite over for the tug. On 23 May, she seized *Sarah M. Newall* while that British hermaphrodite brig was attempting to run through the blockade into Savannah.

Azalea continued blockade duty into June and, by mid-month, was back at Port Royal receiving repairs. She got underway north on 27 June and was decommissioned on 13 July 1865. Sold at auction at Philadelphia to Samuel C. Cook on 10 August 1865, the tug was redocumented as *Tecumseh* on 6 October 1865. Operating, at least originally, out of Boston, she remained in documentation until 1890.

II

(LHT: t. 500; l. 145'; b. 25'; cpl. 22)

The lighthouse tender *Azalea* was built at New York City in 1891 for the United States Lighthouse Service. Transferred to the Navy on 16 April 1917, she was commissioned on 9 May and assigned to the 1st Naval District for which she salvaged navigational aids, adjusted buoys, and tended nets through the Armistice and into 1919. Following the return of peace the tender returned to the Lighthouse Service in accordance with an Executive Order dated 1 July 1919.

III

(MB: t. 22; l. 61'6"; dr. 4'3"; s. 16.0 k.; cpl. 7; a. 1 mg.)

Azalea—a wooden-hulled motor launch built in 1915 at Wilmington, Calif., by the Joe Fellows Yacht and Launch Co., and owned in 1917 by the Department of Labor's Bureau of Immigration, was turned over to the Navy and commissioned on 14 May 1917.

Her extant logs, which did not commence until 25 November 1917, and show a Warrant Machinist George A. Perkins, USNRF, in command, reveal a very busy regimen for the former Immigration Service launch, as she operated out of the section headquarters at San Pedro, Calif., patrolling Los Angeles harbor. Her routine—involving the checking of ships both arriving at, or clearing, the busy west coast port—called upon her to investigate a substantial number of ships and craft of all sizes, ranging from tuna boats to tankers. For example, during the week ending 22 December 1917, she conducted 1,892 inspections.

Her wartime work done, *Azalea* reported for duty to the Submarine Base at San Pedro on 27 November 1918 and, on 7 December, turned in her "main battery," a single machine gun, to the training station nearby. She remained inactive until turned back to the Bureau of Immigration at noon on 26 February 1919. Her name was simultaneously struck from the Navy list.

Resuming her work with the Immigration Service, *Azalea* plied the waters of San Pedro harbor until 1923, after which time her name disappeared from listings of small craft of the Department of Labor.

Azimech

A star in the constellation Spica.

(AK-124: dp. 14,550; l. 441'6"; b 56'11"; dr. 28'4"; s. 12.5 k.; cpl. 214; a. 1 5", 1 3", 8 20mm.; cl. *Crater*; T. EC2-S-C1)

Mary Patten was laid down on 21 July 1943 under a Maritime Commission contract (MCE hull 1725) by the Permanente Metals Corp., Richmond, Calif.; launched on 11 August 1943; sponsored by Mrs. Otis A. Kent; acquired by the Navy on 7 October 1943; renamed *Azimech* and designated AK-124 on 11 October 1943; converted for naval service at Oakland, Calif., by the Moore Drydock Co.; and commissioned on 29 October 1943, Lt. Comdr. E. P. Gaither in command.

After a brief shakedown, the cargo ship got underway on 11 November for Hawaii. At Pearl Harbor, she was assigned for duty to Service Squadron 8, Pacific Fleet. The ship discharged her cargo and then entered the Pearl Harbor Navy Yard for an overhaul of her main engines and boilers. *Azimech* was on keelblocks for 16 days, then began loading cargo. She set sail on 28 December for the Gilbert Islands.

Azimech reached Tarawa on 8 January 1944 and began unloading her cargo. The process was hampered by frequent enemy air attacks and reefs in the lagoon which permitted the ship to unload only at high tide. *Azimech* made additional stops at Makin

and Apamama Islands before heading back to Pearl Harbor. After a brief stop in Hawaii, *Azimech* continued on to the west coast and moored at San Pedro, Calif., on 6 March. Following an availability period at Terminal Island from 10 March until 9 April, she filled her holds with cargo at Oakland and began the voyage back to Hawaii on 26 April.

On 7 May, *Azimech* sailed from Pearl Harbor with a convoy bound for Majuro. They reached that naval base on 18 May and reported to Service Squadron 10 for duty. The cargo ship lay at anchor in Majuro lagoon, issuing stores to forces ashore, until 3 June when she got underway for Eniwetok. After serving at that atoll until 24 August, she steamed back to Hawaii; paused for one day at Pearl Harbor; and then pushed on to the west coast.

The ship reached San Francisco on 13 September to begin reloading operations. While taking on cargo, she also received minor repairs and alterations before heading west again on 26 September. After stops at Pearl Harbor and Eniwetok, *Azimech* arrived at Ulithi on 2 November. She operated there until the 16th and then steamed in company with *Compel* (AM-162) to Kossol Roads. Two days later, the ships reached their destination, and *Azimech* began issuing supplies. On 5 December 1944, the vessel weighed anchor and travelled back to Pearl Harbor via Ulithi and Eniwetok.

Following the holidays, *Azimech* got underway for Seattle, Wash., and entered the Puget Sound Navy Yard on 16 January 1945 for repairs. On 15 February, she began steaming for Eniwetok and reached that atoll on 11 March. Following eight days at Ulithi, she set sail for the Ryukyus.

Azimech remained anchored off Kerama Retto from 18 to 29 April. On the latter day, she shifted berth to Hagushi beach, Okinawa, her base until 7 May when she sailed for Guam. The cargo ship began loading cargo there on 24 May and did not finish the task until 8 June. She then got underway for Ulithi and, on 10 June, anchored in that lagoon where she remained for the duration of the war.

On 23 August, *Azimech* shaped a course for the coast of southern California. Reaching San Pedro on 15 September, the ship unloaded her ammunition and provisions to prepare for a yard period. She sailed again on 13 October, bound for Norfolk, Va. After transiting the Panama Canal on 25 October, *Azimech* reached Hampton Roads on 3 November.

She immediately began preparations for deactivation. The cargo ship moved to Baltimore, Md., on 21 November for a final yard period and was decommissioned on 11 December. Her name was struck from the Navy list on 3 January 1946. She remained in merchant service until sold in 1972 to a firm in Spain for scrapping.

Azimech won one battle star for her World War II service.

Aztec

A Mexican Indian tribe who, in the 15th and early 16th centuries, ruled a large empire in what is now central and southern Mexico.



Aztec (SP-590) lies moored at the Boston Navy Yard, 20 December 1917, in one of the garish camouflage designs utilized by the Navy in World War I. (NH 543)

(Yacht: dp. 848; l. 260'; b. 30'; dr. 8'; s. 12 k.; cpl. 96; a. 2 3", 2 mg.)

Aztec (SP-590)—a steam yacht built in 1902 at Elizabethport, N.J., by the Lewis Nixon Co.—was acquired by the Navy on a free lease basis from A. C. Burnage, on 29 June 1917; and placed in commission on 30 June 1917, Lt. Jason H. H. Milton in command.

After undergoing extensive overhaul and repairs, *Aztec* was designated flagship of the 1st Naval District and stationed at Boston, Mass. In this role, the vessel made inspection tours of naval bases within the district. She also escorted submarines sailing from Boston to New London, Conn., and British troop ships steaming from Boston to Halifax, Nova Scotia. On one occasion, *Aztec* was called to the assistance of a foundering British transport. She lowered her boats and rescued several hundred troops from the ill-fated British ship.

During the last three months of World War I, *Aztec* patrolled the Grand Banks off Newfoundland. On 24 December 1918, she proceeded to New York City and, on the 26th, with Assistant Secretary of the Navy Franklin D. Roosevelt on board, participated in a Fleet review honoring the American battleships returning from duty in European waters.

Aztec continued serving in the 1st Naval District until she was placed out of commission on 15 March 1919. The ship was returned to her owner on 7 August 1919.

After the death of her owner in 1931, the ship was laid up at Boston and remained there until purchased in early 1940 by Mr. T. H. P. Molson, Montreal, Canada, in order that she might be requisitioned for service in the Royal Canadian Navy. The ship was taken over by Canada on 28 May 1940 and fitted out for naval service at Halifax Shipyards Ltd. She was commissioned as HMCS *Beaver* in March 1941.

For the next one and one-half years, *Beaver* served as an antisubmarine patrol and convoy escort vessel based at various times at Halifax and Sydney, Nova Scotia, and Saint John, New Brunswick. On 27 December 1942, she was reassigned to duty as a tender to HMCS *Cornwallis*, which was based at Halifax. In early 1943, *Beaver* was moved to Deep Brook, Nova Scotia.

From 9 February until 24 June 1944, the ship underwent a refit at Halifax. At some point during this time, the Royal Canadian Navy decided to use *Beaver* as a transport for naval personnel between Halifax and St. John's, Newfoundland. She served in this capacity through late September, when serious defects caused the vessel to be placed in a dockyard at Halifax for repairs.

In view of the condition of the ship and the war situation, the repair work was not carried out, and *Beaver* was paid off on 17 October 1944. The ship was declared surplus on 13 July 1945 and ultimately sold on 7 January 1946 to Mr. Wentworth N. MacDonald, Sydney, Nova Scotia.

Azurlite

A blue, semiprecious gem stone derived from the mineral carbonate of copper.

(PY-22: dp. 1,200; l. 210'11"; b. 34'; dr. 12'; s. 13½ k.; cpl. 67; a. 2 3", 4 .50-cal. mg.)

Vagabondia—a yacht designed by Cox & Stevens, Inc., and constructed in 1928 at Kiel, Germany, by *Germaniawerft*—was purchased by the Navy on 9 December 1941 from Mr. William L. Mellon, the Pittsburgh financier industrialist who founded and headed the Gulf Oil Corporation; renamed *Azurlite* on 22 December 1941 and simultaneously designated PY-22; converted to naval use at the Marine Basin Co., Inc., at Brooklyn, N. Y.; and placed in commission on 16 March 1942, Lt. Philip H. Dennler, Jr., USNR, in command.

The converted yacht completed fitting out at New York and put to sea on 6 April. She touched at Norfolk the next day and then continued on to Charleston, S.C., where she was joined by *Beryl* (PY-23) and *YP-209*. She and her consorts stood out of Charleston on 16 April; proceeded to the Canal Zone; transited the Panama Canal on 27 April; and shaped a course for San Diego on the 28th. *Azurlite* arrived in San Diego on 9 May and remained there until 20 June when she weighed anchor for the Hawaiian Islands. The converted yacht arrived in Pearl Harbor on 28 June and reported for duty to the Commander, Sea Forces, Hawaiian Sea Frontier.

With the exception of two round-trip voyages to the Gilbert Islands, *Azurlite* spent the remainder of World War II operating in the Hawaiian Islands. At first, she conducted training exercises and escorted ships between the islands, as well as into and out of Pearl Harbor. Later, she added duty as a weather station ship west of the main islands and as an air/sea rescue ship. Her two absences from Hawaii came in the early part of 1944. Between 17 January and 6 February 1944, the yacht escorted a convoy to Abemama in the Gilberts and returned to Oahu. Between 20 February and mid-March, she conducted a similar mission, this time to Tarawa and back. Upon her return to Hawaii, *Azurlite* resumed her former duties with the Hawaiian Sea Frontier command.

She continued to be so engaged until late in the fall of 1945. Early in November, she departed Hawaii for the west coast. The converted yacht arrived in San Francisco on 15 November. She was decommissioned on 22 January 1946 at the Mare Island Naval Shipyard. Her name was struck from the Navy list on 25 February 1946. She was transferred to the War Shipping Administration and was sold to Mr. Royal B. Bodden on 29 January 1947.







1778



1798



1809



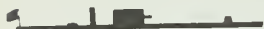
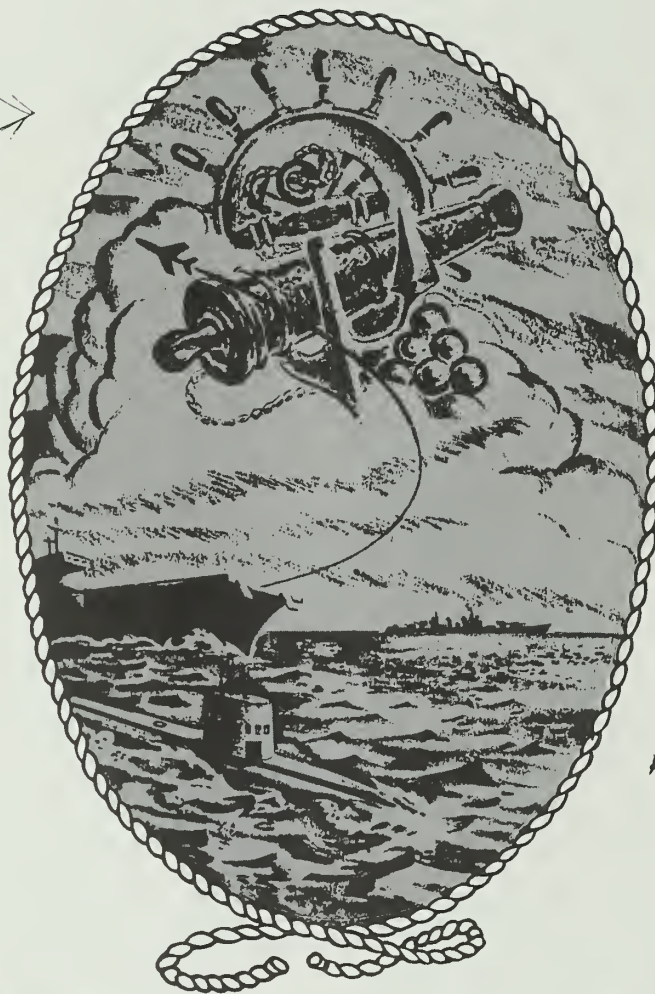
1841



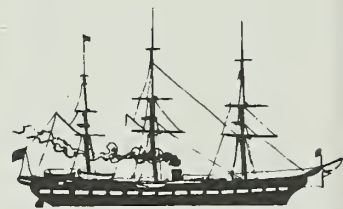
1843



1821



1862



1859



1890



1886



1896



1918



1927



1941



1942



1942



1943

**DICTIONARY
OF
AMERICAN NAVAL FIGHTING SHIPS**

1955



1991

UNIVERSITY OF FLORIDA



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